THE SIGNALMAN'S JOURNAL

JULY/AUGUST 1974

93D CONGRESS
2D SESSION

H. R. 15301

IN THE HOUSE OF REPRESENTATIVES

JUNE 10, 1974

Mr. STAGGERS introduced the following bill; which was referred to the Committee on Interstate and Foreign Commerce

A BILL

To amend the Railroad Retirement Act of
retirement system for employees of emplo
under, and for other purposes.

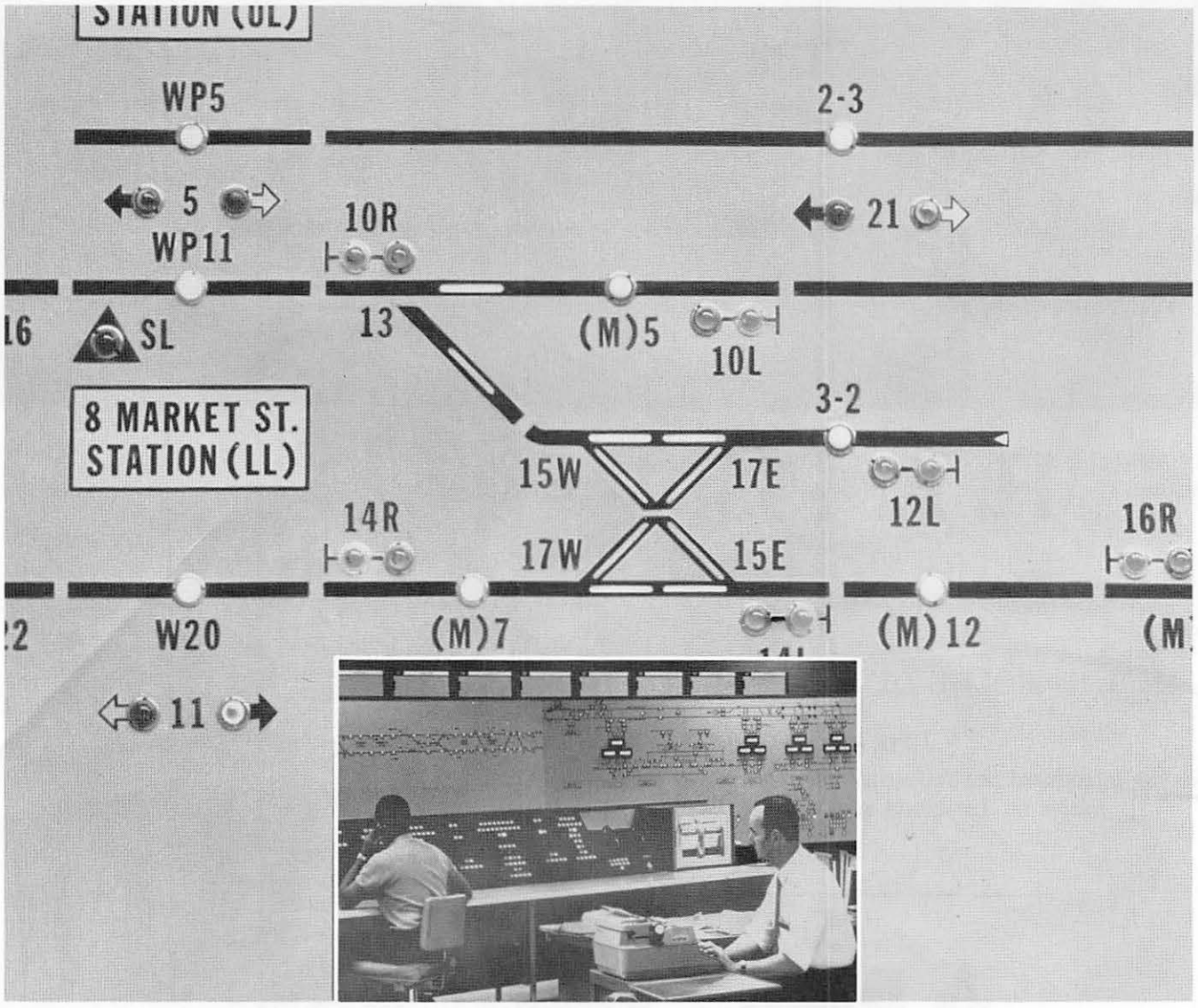
Be it enacted by the
tives of the United States
TITLE I—THE RAI

That the Railroad I
to read as follows:

"SECTION 1. For the
"(a) (1) The term

J. 99-001—B25——1

C. J. Chamberlain, president, BofRS, discusses Railroad Retirement Act of 1974 with Rep. Harley O. Staggers.



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- o advance or retard control of automatic train dispatcher
- o switch point snow melter control
- o subsystem-in-use indication for digital data system sharing
- o lamp test control for console and track diagram
- o alarm acknowledge-pushbutton and indication
- o control-reset command for request cancellation

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Cover: BorRS president **Charles J. Chamberlain** discusses Railroad Retirement Act of 1974 with Representative **Harley O. Staggers** on capitol steps. Photo by Dev O'Neill.

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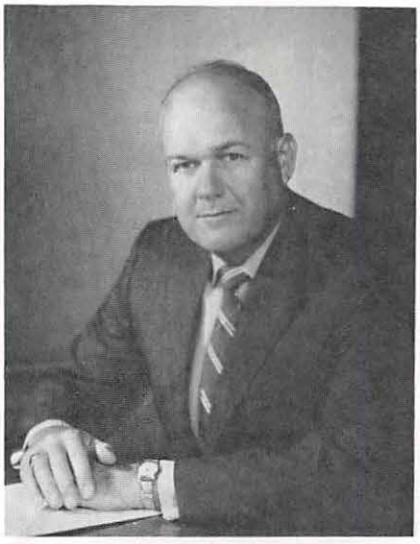
Chamberlain's Message



You have, no doubt, been passed by big trucks on the Interstate Highway System, even though the speed limit is now 55 miles per hour. If you have ever been concerned about safety on the highways and the volume of heavy trucks, now is the time for action. The Administration has asked Congress to increase the gross weight of trucks from 73,280 pounds to 108,000 pounds on the Interstate System and permit the operation of dual trailers or double-bottom rigs.

I'm sure you realize that these heavy trucks are not only wearing out the highways faster than automobiles, but they are taking business away from the railroads. The Department of Transportation has estimated that increased maintenance costs of the highways due to the use of heavier loaded trucks operating over them would come to $50 million to $100 million per year. And it is not proposed that truckers pay any part of this additional cost. It has been estimated that a big truck with present load limitations does as much damage to the highway as 6,000 cars.

In the safety area, the National Transportation Safety Board said that if 25 percent of the long-haul truck traffic were diverted to the railroads, the net safety benefit would be about 775 lives saved and 10,200 injuries avoided per year.

While there is disagreement as to whether the truckers pay their fair share to construct and maintain the highways, "the fact remains that trucks have gotten bigger and they have continued to increase their share of the freight transportation market at the expense of the railroads. This has occurred in a haphazard manner as a result of frequest contests between the trucks and the railroads before the legislatures of most states and Congress," states John P. Fishwick, president and chief executive officer, Norfolk & Western.

Here is where each and every member of the Brotherhood of Railroad Signalmen can play an active role in keeping truck sizes and weights down to reasonable levels. It would be good for your pocketbook—taxes for highway maintenance and construction—but equally beneficial in forcing more business onto the railroads.

What you can do is to write your Representatives and Senators expressing the view that you do not want to see the length of truck trailers and the weight carried increased or the operation of more than one trailer behind a tractor. Your letters should also be sent to state legislative members, because truck size and weight limitations vary among individual states. The Administration's proposals would only apply to the Interstate System. Thus, some truckers could operate larger vehicles over state highways to avoid the federal limits. Therefore, it is important to place your views before state legislators.

It is not a case of making the trucks too small, but of keeping them within reasonable size and weight limits for safe operation, as well as the destruction to the highways caused by the heavier, bigger trucks.

So, for safety, economy and in the final analysis, your own job security, write your state and federal legislators letting them know that you do not want bigger, heavier trucks traveling over America's highways.

Cover story:

Retirement goes to the

Revisions to the Railroad Retirement System have been introduced into the U.S. Congress in the form of identical bills—H.R. 15301 in the House of Representatives; and S. 3612 in the Senate. These bills are essentially the same as the proposals submitted by a joint labor-management team made up of officers of the railroad unions, including Charles J. Chamberlain, president, BofRS; and members of the National Railway Labor Conference, representing railroad managements.

The main reason for developing the new legislation is that under present operation, the Railroad Retirement Act would be out of funds by about 1980. The present $4.5 billion in retirement funds would be exhausted unless a revision of the present act was made. Basic to the causes for depletion of the retirement funds, say experts who have studied the problem, is that about one million persons are now receiving retirement benefits, while about 600,000 persons are paying into the fund. Several years ago, the retirement fund was receiving payments from some 1.5 million railroad workers. It's a simple case of payouts being greater than current income.

Essentials of the new bills were described in THE SIGNALMAN'S JOURNAL in May 1974, pages 18-24, so will not be repeated here.

On the House side, the bill known as Title I—The Railroad Retirement Act of 1974, was introduced by Representative Harley O. Staggers (Democrat from West Virginia). Known as HR 15301, the bill

Bill Congress

was referred to the Committee on Interstate and Foreign Commerce, of which Staggers is chairman.

On the Senate side, the bill was steered to the Railroad Retirement Subcommittee of the Labor and Public Welfare Committee. The subcommittee is chaired by Senator William Hathaway (Democrat from Maine). The Labor and Public Welfare Committee is chaired by Senator Harrison A. Williams, Jr. (Democrat from New Jersey). The Senate bill is S. 3612.

Now that the Railroad Retirement Act of 1974 is being considered by both Houses of Congress, it is up to those most interested in passage of the bills to make their wishes known to their Congressmen. "It was a cooperative effort of labor and management in which we had good dialogue," says Charles J. Chamberlain, president, Brotherhood of Railroad Signalmen. "Now it is up to each and every one of us to write our Representatives and Senators urging passage of this Railroad Retirement legislation. It is good not only for us who are still working, but it provides improved benefits for those who are now retired. And most important, the bill places the Railroad Retirement Fund on a sound financial basis. I strongly urge all BofRS members, both working and retired to write their Congressmen requesting that they vote affirmatively on this legislation."

When writing to your Representative, the Railroad Retirement Act of 1974 is HR 15301. When writing to your Senators, ask them to approve of bill S. 3612.

The Brotherhood of Railroad Signalmen Group Insurance Trust Family Life Plan

Since our inception, the Brotherhood of Railroad Signalmen has always believed in the importance of personal security for its members and their families. Now, after more than two years of development, the BofRS is extremely proud to announce a valuable new benefit that has been exclusively designed to meet the needs of our members: A program of Group Term Life Insurance for the entire family. This program has been checked out by an insurance committee of Grand Lodge and has been unanimously endorsed and approved by the Grand Executive Council and the Grand Board of Trustees.

Through the creation of a permanent Brotherhood of Railroad Signalmen Group Insurance Trust, we feel we have provided higher and broader benefits at competitively low rates. For example, $5,000 life benefit under age 30 at $3.00 quarterly.

The purchasing power of the nearly 14,000 members provides a program that combines guaranteed coverage for the vast majority of our members. This exclusive benefit can provide coverage of up to $25,000 for the member; $2,500 for the spouse; plus $1,000 for each dependent child. Under a coverage provision all eligible members under age 55 have the opportunity to purchase $5,000 of group term life coverage, regardless of *past health history—no health questions, no medical exam.*

Who is eligible to apply for up to $25,000? During the charter enrollment period, all members of the Brotherhood of Railroad Signalmen under age 70 may apply for $5,000 to $25,000. If you wish, your spouse may also be insured for up to $2,500 if he or she is under age 70.

Also, all unmarried dependent children between 14 days and 23 years of age may be covered for $1,000 each child.

This is a plan that allows you to supplement any personal or group program you currently have or will obtain in the future. But most importantly, it provides protection *now.* As long as you remain a member of the Brotherhood of Railroad Signalmen and pay your premiums, your insurance cannot be terminated and coverage is renewable through age 75 as long as the group policy remains in force.

We see this insurance program as a sensible way to inexpensively build a valuable supplement to your life insurance portfolio. We endorse it for all eligible members. Complete details of the program will be mailed to you in September, and will be carried in the next issue of the Signalman's Journal. If you have any questions, call or write:

Brotherhood of Railroad Signalmen Group Insurance Trust
180 North LaSalle Street, Suite 3220
Chicago, Illinois 60601
Phone: 312-726-9122

News

B&O gets ok to change signals

In the vicinity of Pittsburgh, PA, the Baltimore & Ohio has received approval from FRA's Railroad Safety Board to install ctc on one track replacing abs on 2 tracks between new east end of double track at FY and west end of Schenley Tunnel; also to install ctc replacing abs on two tracks between the east end of Schenley Tunnel and Glenwood, Jct; and the installation of ctc on one track replacing abs on two tracks between Laughlin Jct. and Pittsburgh passenger station.

BofRS and C&NW meet to discuss signaling

Officers of the Brotherhood of Railroad Signalmen and the Chicago & North Western met on May 29 to set signals for safe, successful operation during the rest of the 70's. Among items of mutual interest discussed were training programs, condition of physical facilities, size of signal maintainer territories, safety, morale, staffing, communications between the organization and management, the number and location of setoffs (sidings where maintainers can pull their motorized rail cars off the track), and accurate train line-ups (daily sheets listing train departures as of 7 a.m.). At the next meeting, scheduled for September 5, these subjects will be discussed in further detail and some of the physical facilities in the Chicago area will be inspected. Present at the meeting for the C&NW were: L. S. Provo, president; J. R. Wolfe, vice-president operations, R. W. Russell, vice-president personnel and labor relations; A. E. Myles, assistant vice-president-labor relations; T. M. Evans, assistant chief engineer-communications and signals; V. S. Mitchell, signal engineer; W. J. Fremon, director of labor relations-non-operating; R. F. Kiley, manager of labor relations-non-operating; and J. R. Mann, manager of labor relations. Present for the BRS were: C. J. Chamberlain, president, W. D. Best, vice-president; J. E. Hansen, director of research; and H. S. Gerth, general chairman.

Ives heads mediation board in FY 1975

George S. Ives, member, National Mediation Board, has been designated chairman of the NMB during fiscal year 1975, succeeding **Kay McMurray** who has been chairman during fiscal year 1974. **E. B. Meredith** appointed staff mediation director for the full board. **Roy J. Carvatta** appointed staff director-grievances of the National Railroad Adjustment Board.

CHECKING SIGNALS: Discussing mutual problems, representatives of Chicago & North Western and the Brotherhood of Railroad Signalmen met on May 29 in Chicago. Shown above going clockwise around the table are: **W. J. Fremon** (back to camera) director of labor relations non-operating, C&NW; **John E. Hansen,** director of research, BofRS; **W. D. Best,** vice-president, BofRS; **C. J. Chamberlain,** president, BofRS; **H. S. Gerth,** BofRS general chairman on C&NW; **V. S. Mitchell,** signal engineer, C&NW; **T. M. Evans,** assistant chief engineer communications & signals, C&NW; **L. S. Provo,** president, C&NW; **R. W. Russell,** vice-president personnel & labor relations, C&NW; and **A. E. Myles,** assistant vice-president labor relations, C&NW.

Regional meeting set for Oct. 5 in New York

Saturday October 5, 1974 will provide an opportunity for all members and officers of the Brotherhood of Railroad Signalmen residing in the northeastern U.S. to attend a regional meeting at the Prince George Hotel in New York City. Beginning at 9 a.m., the meeting will feature speakers from Travelers Insurance Co., Provident Insurance Co. and the Railroad Retirement Board.

The Prince George Hotel is within easy reach of Penn Station and Grand Central, being located at 28th street and Madison Avenue. Address is 14 East 28th St., New York, NY 10016. Phone: 212-532-7800.

Every member planning to attend the meeting, should fill out the coupon below and mail to Brother Walsh.

To: **Joseph W. Walsh,**
Vice-President
Brotherhood of
Railroad Signalmen
601 West Golf Road
Mt. Prospect, IL 60056

I will attend the New York regional meeting on Saturday Oct. 5, 1974

Name .....

Address .....

.....

Local No. .....

Chamberlain to speak at apprenticeship meeting

President **Charles J. Chamberlain** will be one of the key speakers at the National Transportation Apprenticeship and Training Confer-

(Please turn to page 19)

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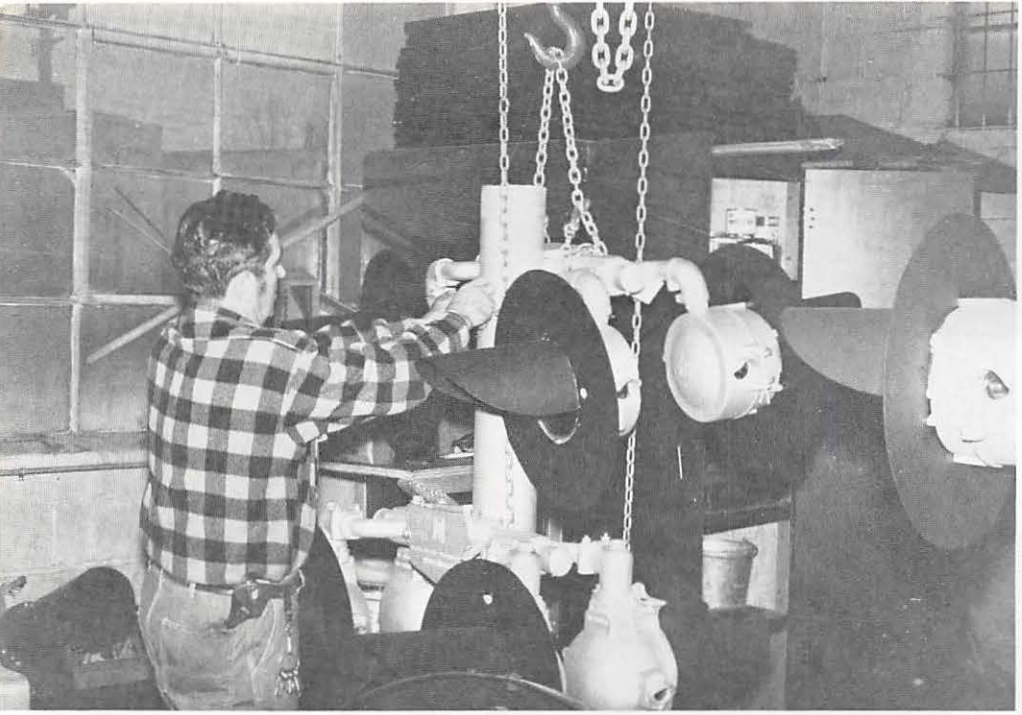


Van Lennep mounts repaired flashers on masts for realigning.

Ed Van Lennep signalman, at B&OCT shop in Chicago repairs and rebuilds practically everything

Signalman saves railroad money

VAN LENNEP'S COLLEAGUES AT B&OCT SIGNAL SHOP include: (front row, left to right) John R. McGovern, Theodore Mazurowski, John J. Prinz, Robert E. Brennan, Edward R. Van Lennep and John R. Porter. Standing (left to right) are William A. DeVos, James E. Graham, Charles Cleghorn, Ronald M. Granata, William H. Peters and Kenneth Budnick. All are members of BofRS Lodge No. 143.

Can a signalman save a railroad several thousands of dollars per year? An emphatic yes is the answer as far as the Baltimore & Ohio Chicago Terminal is concerned. The signalman is Edward R. Van Lennep who has worked about five years in the signal shop on Chicago's south side near Western avenue and 75th street. "He's a signalman, par excellence," says Robert E. Brennan, signal maintainer and B&OCT general chairman for the BofRS.

Van Lennep repairs practically everything except relays, which are sent to B&O's signal shop at Cumberland, MD. B&OCT which has 350 miles of track in the Chicago terminal area is primarily a switch- and terminal railroad that is also used by other roads. Accordingly, it has many interlockings, hundreds of train movements daily, and many highway-railroad grade crossings. Repair of crossing protection equipment is a big item at the shop. Van Lennep repair jobs range from straightening flashing-light backgrounds that are hit by vehicles to re-wiring lamp units or repairing damaged gate mechanisms.

Vandalism is high. Unfortunately, B&OCT runs through areas of high vandalism. Targets for would-be hunters are coverglasses of flashers, dwarf signals and high signals. Damage is not from just rock throwing, but from rifles because lamp sockets have to be replaced and often the cast iron mounting brackets for signal lamp sockets are broken. When this happens, Van Lennep replaces the cast iron bracket with an aluminum one which he designed. It is much more sturdy, less susceptible to damage and is lighter in weight.

B&OCT uses color-position light signals and Van Lennep often completely rebuilds them when they become damaged. He rebuilds most everything except switch machines.

Van Lennep inspects wiring on rear of color-position light signal.

He does, however, repair lock rods, operating rods, detector rods, etc., often re-welding where necessary. Derails are another item that are damaged and Van Lennep is adept at repairing them and placing them back in good working order.

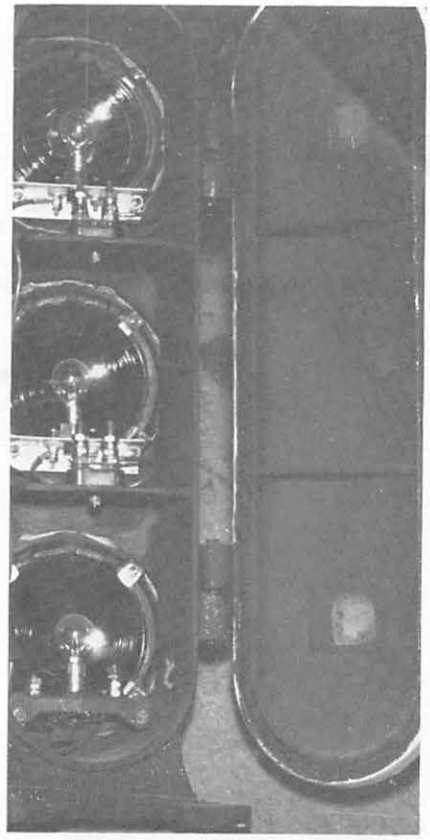
Although Van Lennep has some hearing disability—the reason for moving him into the shop—it was not noticeable the day when The Signalman's Journal visited the shop. He easily described his work and was obviously "at home" with tools and railroad signal work. One clue to his deafness, and a valuable aid was a lamp that flashed when the telephone rang. Even those of us with good hearing would find this helpful.

A rugged individualist, Van Lennep looks at least 15 years younger than his 63 years. He has worked for B&OCT for 46 years. A widower since 1960, he lives with his mother, 83, and has a married son, 24, living in Iowa.

"His workmanship is excellent and his enthusiasm for turning out good work is obviously one of a craftsman who is proud of his work," is how A. F. Wiedle, signal supervisor, comments about Van Lennep.

One thing is noticeable at the signal shop, and that is there is a place for everything—and everything's in its place. Also, nothing is thrown away if there is a possible use for it. When damaged equipment is brought in, it may look like junk to some, but to Van Lennep, it's a challenge. He completely disassembles the damaged units, cleans the parts, repairs where required and soon there appears a gate mechanism, color-position light dwarf signal or high CPL signal that looks as though it just came out of the factory. In some cases, it might be better, because cast iron parts may have been replaced with steel or aluminum ones providing greater strength with lighter weight.

Completely rebuilt flashing-light signals are handled by **Van Lennep** in B&OCT shop.



Aluminum lamp mounting brackets (top two) replace cast iron brackets in dwarf signal.

Talking with Brennan and Van Lennep one senses a "dedication to safety" which may sound rather old-fashioned, but it comes through. "With the great amount of vandalism in our area, especially at highway grade crossings, we've got to work harder to protect the public," says Brennan. Trucks have hit the relay cases at grade crossings, not only damaging the case, breaking door hinges and locks, but damaging equipment inside the cases. Repairing such equipment and keeping flashers in good working order have high priority at the B&OCT signal shop.

It's a never ending job, but with signalmen like Ed Van Lennep working in a shop B&OCT can keep protecting the public.

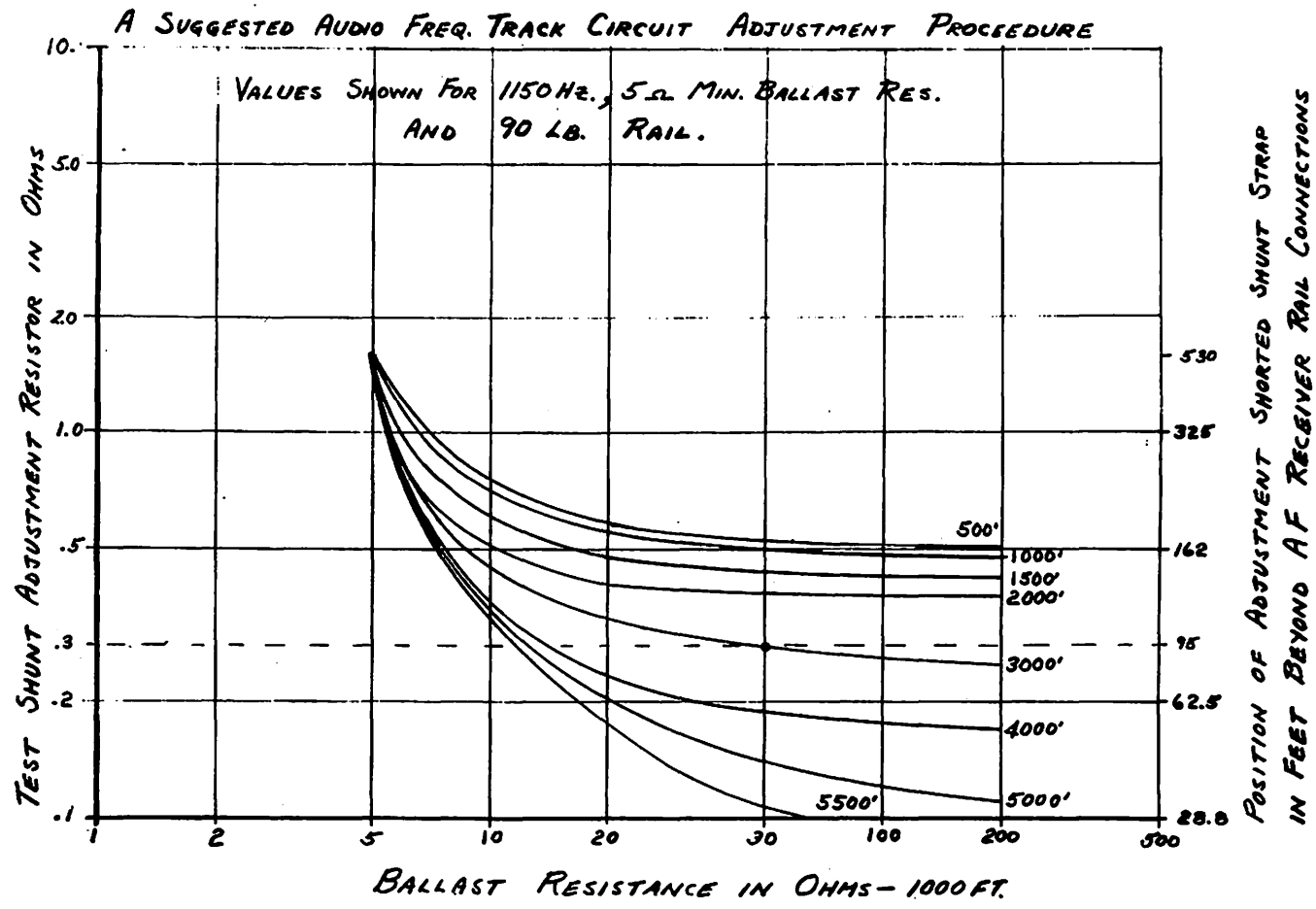


FIGURE 7 shows track circuit adjustments for GRS af equipment.

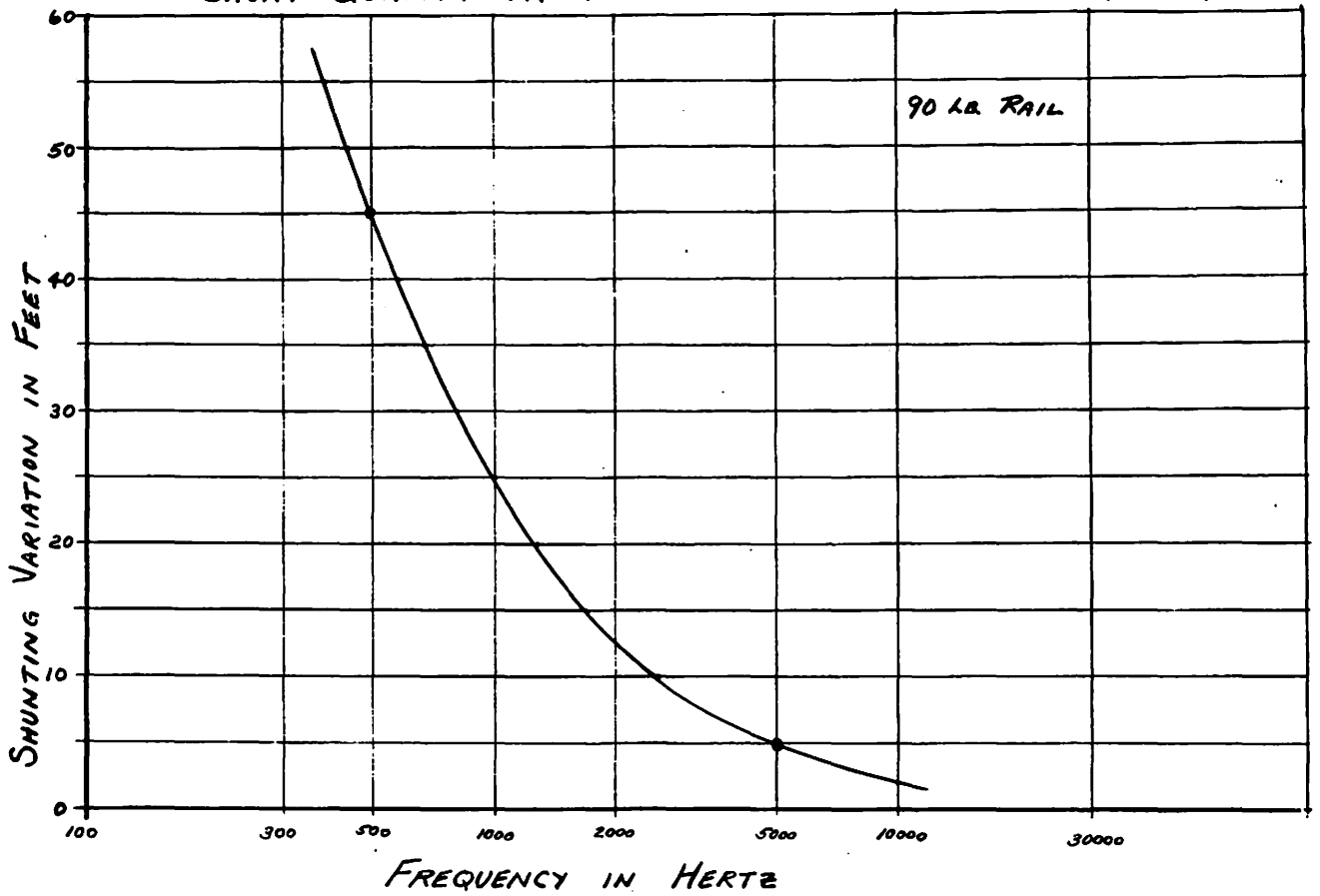
AF track circuits: Other factors

Editor's Note: This is the concluding part of the Frielinghaus-GRS article on audio frequency track circuits. See also April TSJ p. 14-17, June TSJ p. 14-15.

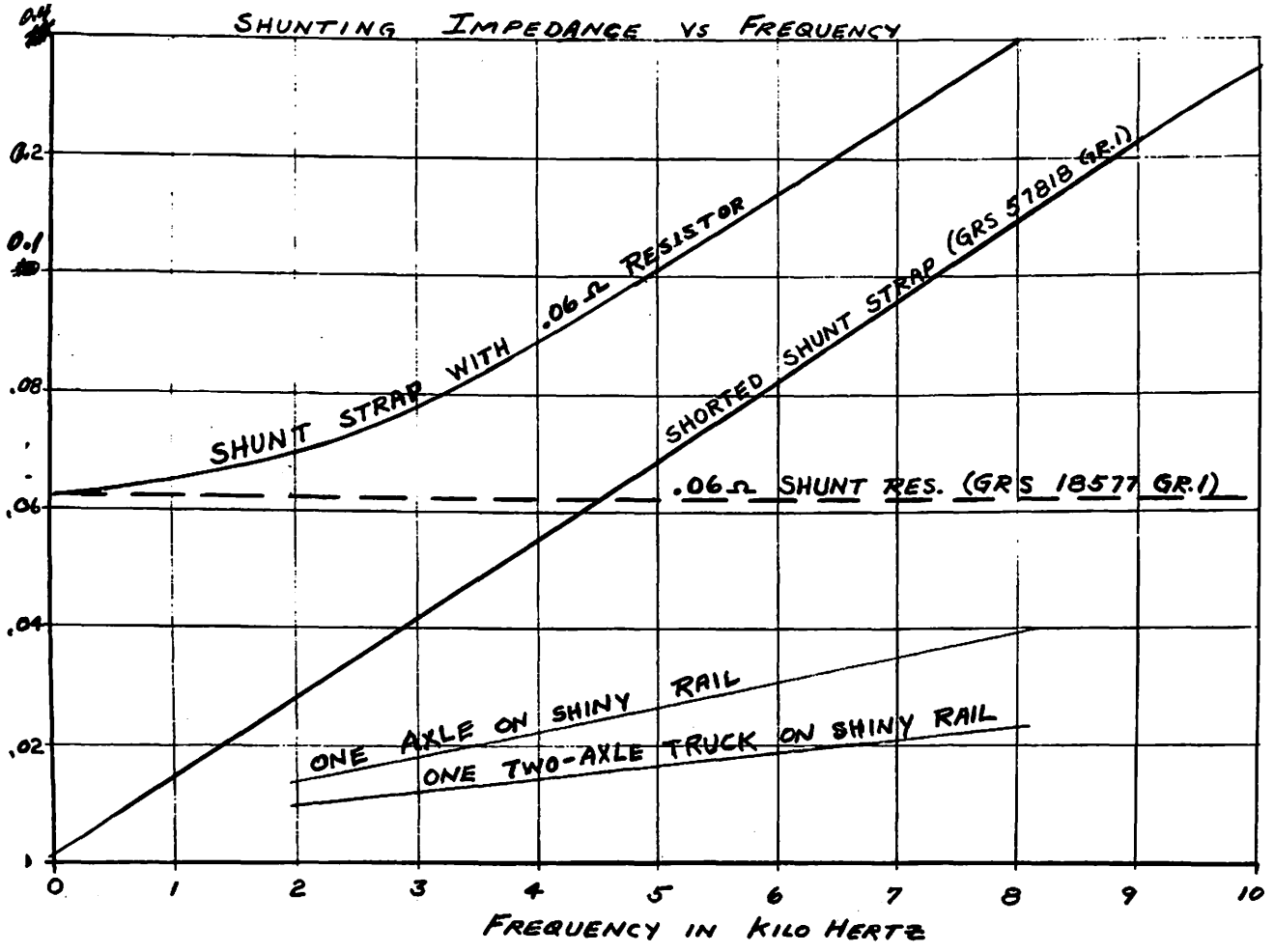
Figure 7 is a track circuit adjustment scheme for GRS audio frequency track circuit equipment. The figure shows a family of curves which relate a track circuit adjustment test shunt resistor value vs. ballast resistance for a number of different track circuit lengths. The curves are only valid for an 1150 Hz track circuit, where the minimum track ballast resistance is 5 ohms, and provide the so called "Wide Margin Adjustment" that was described on the previous figure. By mathematical means and actual field measurements, test receiver shunting resistance values have been derived for different ballast resistances and track circuit lengths that will cause the receiver input voltage to be the same as was indicated on the curve for the "Wide Margin Adjustment" at that track circuit length. Now the receiver gain is adjusted to just pick up the track relay, and the test shunt resistor is removed. This completes the track circuit adjustment procedure, which is totally independent of the transmitter output level and permits correctly adjusting a track circuit at any existing ballast resistance condition. To illustrate an example of this procedure, assume we want to set up and adjust a 3000-foot track circuit. First, a ballast resistance measurement is made. Let us assume it is 30 ohms in 1000 feet. The curve shows that a .3-ohm test shunt resistor must be connected across the track connections of the receiver to provide an inter-rail voltage at the receiver that is midway between the 5-ohm ballast, no shunt voltage and the 200-ohm ballast, .06-ohm shunt voltage. Now the receiver gain is adjusted to just pick up the track relay, and the .3-ohm test shunt resistor is removed, completing the track circuit adjustment. As an alternate adjustment means, a shorted section of track can be used to substitute for the test shunt resistor at the receiver. The right-hand side of the figure is calibrated in feet of shorted track. From our previous adjustment example, instead of the .3-ohm test shunt resistor, we could have substituted a shunt strap, located approximately 95 feet past the receiver track connections outside of the track circuit.

Throughout this discussion of audio track circuit operation and adjustment, we constantly refer to the ballast resistance of the track. Since the attenuation of audio frequency signals varies greatly with ballast resistance, it is important to know the minimum ballast resistance a section of track may reach,

Shunting Variation in Feet Due to a Change in Shunt Quality From .06Ω To .001Ω vs. Frequency



Shunting Impedance vs Frequency



Much of the data presented refers to 90 lb rail.

quencies, that is .06 ohm at the frequency the shunt is being used at.

As a side note, 24 feet of #14 wire has been used in the past to represent a .06-ohm shunt on d-c track circuits. This is still a satisfactory .06-ohm shunt for d-c track circuits, but it should not be used under any circumstances as a .06-ohm shunt at audio frequencies, since it can have substantial inductance and, depending on its lay, could actually be any number of values of impedance up to 2 ohms in the audio frequency band.

Audio frequency track circuits generally have receive end voltages lower than d-c and a-c power frequency track circuits. As a result, while good shunting is obtained with audio frequency track circuits on well traveled tracks, poor shunting performance has been observed on little used sidings or branch lines. Increasing transmitter power level appears to improve shunting sensitivity, but this all indicates that more has to be known about shunting problems at audio frequencies before these problems can be successfully solved.

Much of the data included in this paper relates to 90-lb. rail. As rail sizes increase, the rail inductance decreases slightly, which has the effect of increasing maximum track circuit length, increasing inter-rail voltages, and increasing preshunt and extended shunt distances for similar conditions. As a rough approximation, maximum track circuit lengths can be expected to increase 10 to 15% when going from 90-lb. rail to 127-lb. rail.

Figure 12 is a summary of how the different audio frequency equipment design parameters affect track circuit operation and characteristics. The small star in each block indicates the desired direction of each effect but note that there always appears to be a conflict.

As audio frequency equipment track impedance is raised as indicated by the upward arrow, maximum track circuit length increases to a point and then decreases, the preshunt and extended shunt distance increases, shunting sensitivity increases, inter-rail voltage increases to a maximum and then decreases, immunity to ballast change decreases, and the repeat frequency distance increases. As the equipment frequency is increased, the maximum track circuit length decreases, the preshunt and extended shunt distance decreases, the vehicle shunting impedance increases, and the repeat frequency distance decreases. When the transmitter output level is increased, the maximum track circuit length may increase only if the receiver sensitivity was not sufficiently high, the signal to noise ratio increases, the inter-rail voltage increases, rusty rail shuntability increases, and interference to other communication equipment also increases.

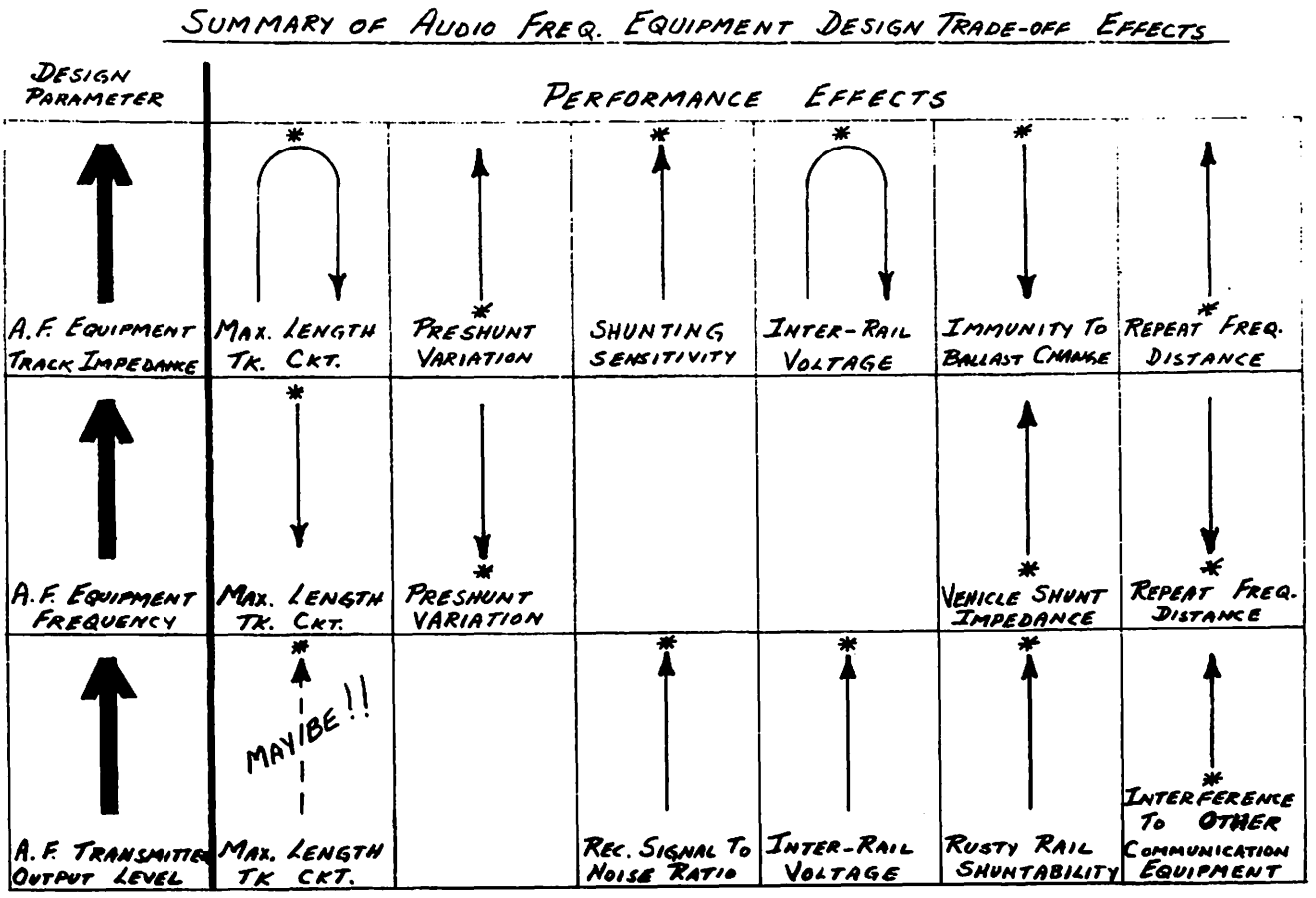


FIGURE 12 shows the audio frequency equipment design trade-offs.

Signalmen serve Sec. 6 notice

Railroad signalmen are seeking wage increases of 35 percent over the next two years, beginning Jan. 1, 1975. Planning their wage presentations to the railroads, a special committee of Brotherhood of Railroad signalmen general chairmen and officers zeroed in on providing percentage increases to maintain skill wage differentials. "The increases of 20 percent effective Jan. 1, 1975 and 15 percent effective Jan. 1, 1976 implement our policy of providing higher pay for higher skilled signalmen," stated Charles J. Chamberlain, BofRS president.

To meet the cost of living escalation, Signalmen are asking the railroads for adjustments to the basic wage rates based on any increases in the Consumer Price Index. The quarterly adjustment shall be at the rate of 2 cents per hour for each increase of 0.3 of 1 point rise in the Consumer Price Index. The first adjustment shall be applied April 1, 1975. These quarterly adjustments are to help Signalmen keep pace with the present inflationary economy. For example, the April 1974 CPI stood at 144.0, up 4 percent for the first three months of this year. Last year's CPI rose 8.8 percent.

Copies of the Section 6 Notice have been served on the railroads. Text of the notice is reproduced herewith.

January 1, 1975 Wage Notice

I. ADJUSTMENT OF STRAIGHT TIME RATES

(a) Increase all straight time rates of pay in effect on December 31, 1974 by an amount equal to 20% effective January 1, 1975, applied so as to give effect to this increase in pay irrespective of the method of payment.

(b) Increase all straight time rates of pay in effect on December 31, 1975, by an amount equal to 15% effective January 1, 1976, applied so as to give effect to this increase in pay irrespective of the method of payment.

II. COST OF LIVING CLAUSE

The basic wage rates within each classification shall be adjusted on the basis of such increases as may occur in the Consumer Price Index for All U. S. Cities, published by the Bureau of Labor Statistics of the United States Department of Labor (1967=100), in acordance with the following formula. The base for such adjustment shall be the Consumer Price Index for all U.S. Cities for November 1974. The first adjustment shall become payable the first of April 1975. The amount of such adjustment shall be determined by applying to the basic wage rates 2¢ per hour for each increase of .3 of 1 point rise in the Consumer Price Index between November 1974 and February 1975. All rates shall be adjusted by this amount effective April 1, 1975. Quarterly adjustments thereafter shall be applied in the same manner to the basic wages then current.

In no way shall this clause serve to reduce wage rates, and adjustments resulting from this Article shall be considered "General Wage Increases."

III. INTEREST ON RETROACTIVE PAY INCREASES

The first wage increases provided for in this notice shall be effective January 1, 1975, and should an agreement not be reached by that date, interest on the retroactive pay increases shall be paid at the rate of 3% per month until actually paid.

January 1, 1975 Fringe Benefit Notice

I. INCREASE IN OVERTIME RATES AND ALLOWANCES

(a) Effective January 1, 1975, time paid for in excess of 8 hours in a calendar day or in any other 24 hour period, or in excess of 40 hours or on more than 5 days in a work week, or on rest days, holidays, or vacation days, shall be considered overtime and shall be paid at twice the straight time rate, except that where agreements now in effect require payment at twice the straight time rate the rate shall be increased to 3 times the straight time rate.

(b) Effective January 1, 1975, establish a rule which provides that employes notified or called to perform a service outside regular woking hours will be paid a minimum allowance of 6 hours at the double time rate for each such service. Time worked in excess of 6 hours will be paid for on the actual minute basis at the double time rate.

(c) Effective January 1, 1975, establish a rule which provides that any employe who is on double or triple time rate of pay at the beginning of his regular work period on the 5 days of the assigned work week will continue on such rate until the end of the regular work period.

(d) Monthly rated employes shall not be required to perform ordinary maintenance, construction, inspections and tests outside assigned working hours during the assigned work week and on the 6th day of the work week. When required to perform such service, monthly rated employes shall be compensated at the double time rate of pay.

(e) All emergency service in excess of hours contemplated in the monthly rate in any calendar month shall be paid for at the double time rate of pay.

(f) Monthly rated employes required to perform service outside of their classification of work rule after assigned working hours during their assigned work week, and on the sixth day of their work week, will be compensated for such service at the double time rate.

(g) Monthly and hourly rated employes shall have bulletined assigned territories and when

SIGNALMEN'S WAGE ADVISORY GROUP PLANS PRESENTATIONS TO CARRIERS: Railroad signalmen's wage advisory committee held a planning session June 17 for developing the proposed wage and fringe benefits to be presented to the nation's railroads. Signalmen are seeking 35 percent wage increase over next two years, plus adjustments geared to the Consumer Price Index. Reading clockwise around the table (starting at top left) are: **C. K. Kiernan,** general chairman, former New York Central Lines East; **W. W. Lauer,** general chairman, Burlington Northern (former CB&Q); **John E. Hansen,** BofRS, director of research; **H. S. Gerth,** general chairman, Chicago & North Western; **John T. Bass,** BofRS vice-president; **C. S. Chandler,** BofRS vice-president; **R. T. Bates,** BofRS secretary-treasurer; **Charles J. Chamberlain,** BofRS president; **W. D. Best,** BofRS vice-president; **J. W. Walsh,** BofRS vice-president; **Bernard E. Britcher,** general chairman, Penn Central; **Stephen J. Muzi,** general chairman, Erie Lackawanna; **G. C. Gross,** general chairman, Seaboard Coast Line; and **Richard R. Van Vacter,** general chairman, Santa Fe.

used off his assigned territory during the assigned hours of his work week, will be allowed one-half time his hourly rate in addition to his regular straight time hourly or monthly rate for the time consumed off his assigned territory with a minimum of 4 hours for each work day so used.

(h) A monthly rated employe used off his assigned territory after assigned hours on assigned work days and on the sixth day of the work week shall be paid at the double time rate.

II SHIFT DIFFERENTIAL PAY

Any employe who is assigned to work a shift the starting time of which is established between the hours of 2:00 p.m. and 6:00 a.m. will in addition to all other compensation payable under the agreement be paid an additional amount equal to 6% of the basic rate as a shift differential.

III LONGEVITY PAY

Effective January 1, 1975, employes covered by this Agreement shall receive longevity adjustments of 2¢ per hour for each year of continuous employment relationship in any capacity whatsoever with the carrier, including service as an employe or representative of the organization. Such adjustment shall be added to the basic rate of the position worked by the employe or to his protected rate, whichever applicable. Thereafter, such adjustments shall be made on the anniversary date of the beginning of such employe's date of last continuous employment relationship.

IV ESTABLISH A UNIFORMITY OF MONTHLY RATES

Effective January 1, 1975, before making adjustments in item I, Wage Notice, the straight time rates of pay for monthly rated employes covered by the agreement shall be adjusted to eliminate substandard wage rates and other inequities by establishing uniform minimum rates, as follows:

a. Mechanic $6.89
b. All others $7.00

V ELIMINATE DIFFERENTIALS—ESTABLISH RATES OF PAY

Eliminate existing differentials in rates of pay and establish a rule to incorporate such differential rate into the basic hourly rate of such positions.

VI. TRAVEL TIME AND TRAVEL EXPENSES

(a) Establish a rule to provide that, effective January 1, 1975, employes required to live away from home during their work week will be furnished with transportation by the carrier for weekend trips to and from their homes. Such transportation shall be at no cost to the employe and shall be furnished by the carrier or the employe shall be reimbursed for the actual cost of such transportation. If the employe uses his personal automobile for this transportation, he shall be reimbursed at the rate of 20¢ per mile. Time spent in traveling to and from employe's home shall be paid for at the straight time rate of pay. Benefits provided in Article IV of the April 21, 1969 Agreement shall be applicable in all instances where employes are making weekend trips home.

(b) Establish a rule to provide that,

effective January 1, 1975, employes required to live away from home during their work week, will be paid actual expenses for meals and lodging. Camp cars, trailers and housing facilities shall be eliminated and will not hereinafter be re-established.

(c) Establish a rule to provide that, effective January 1, 1975, employes will be paid actual expenses when away from their headquarters point. Employes will be paid actual meal expenses when away from assigned headquarters point during an assigned meal period. Employes will be paid actual lodging expenses when away from their assigned headquarters point overnight. Reimbursement of such expenses shall be made at least bi-monthly.

VII PAID HOLIDAYS

Amend the rule covering pay for holidays, as set forth in Article II of August 21, 1954, as amended, to provide that effective January 1, 1975:

(a) The following holidays shall be added to the enumerated holidays in the rule:
  (1) Personal Day
  (2) Day after Thanksgiving
  (3) Columbus Day

(b) Monthly rates of pay shall be adjusted by adding 24 pro rata hours to the annual compensation and this sum shall be divided by 12 to establish a new monthly rate. Each monthly rated employe shall receive a day off without reduction in monthly compensation on the enumerated holidays in this rule, or, each such monthly rated employe required to work on an enumerated holiday shall be compensated therefor at two times the pro rata rate for a minimum of 8 hours in addition to the monthly compensation.

VIII VACATIONS

Amend the Vacation Agreement of December 17, 1941, as amended, to provide that effective with the calendar year 1976:

(a) All employes covered by the agreement shall receive 4 weeks vacation after 15 years of service.

(b) All employees covered by the agreement shall receive 5 weeks vacation after 20 years of service.

(c) All employes covered by the agreement shall receive 6 weeks vacation after 25 years of service.

(d) All employees required to perform work during their vacation shall be paid at the double time rate in addition to their regular vacation pay.

(e) Delete second sentence of Article 6.

(f) Delete Article 10B.

IX BEREAVEMENT LEAVE

Establish a rule to provide that, effective January 1, 1975, an employe shall be granted a 4 day leave with pay in the event of the death of a member of the employe's immediate family, including spouse, father, mother, sister, brother, child, father-in-law, or mother-in-law. The employe shall be relieved of his regular duties and shall be paid on the basis of the earnings he would have received while working during such period, with a minimum of 8 hours at pro rata rate of his position for each day.

X BEGINNING AND ENDING OF WORK PERIOD

Where one, two or three shifts are worked, 8 consecutive hours, including 30 minutes in which to eat, shall constitute a day's work.

XI MEAL PERIOD ASSIGNMENTS

The regular meal periods shall not be less than 30 minutes, and the first meal period shall be established between the end of the 4th hour and the beginning of the 6th hour after starting work. Employes required to work 10 hours will be permitted to take a second meal period and subsequent meal periods at 4 hour intervals thereafter will be assigned until released at headquarters point. If the meal period is not afforded within the time specified herein, it will be paid for at the double time rate, and 30 minutes in which to eat will be allowed at the first opportunity without loss in pay.

XII REVISION OF PROTECTIVE AGREEMENTS

The protection afforded under terms of the February 7, 1965 Mediation Agreement and/or any other protective agreement shall be modified to provide the following:

(a) Effective January 1, 1975, employes having an employment relationship with a carrier for 60 days or more shall be considered "protected employes."

(b) An employe's "protected rate" will be the rate of the last position held prior to becoming eligible for benefits under this article.

XIII REVISION OF SECTION 11 BENEFIT PROVISIONS

Effective January 1, 1975, agreements providing benefits contained in Section 11, of the Washington Job Protection Agreement shall include increased mortgage interest rates and real estate loan mortgage and broker fees.

XIV REPRINTING OF AGREEMENTS

Effective January 1, 1975, revise and amend all existing agreements so as to provide that the carriers parties to the agreement shall in cooperation and with the approval of the General Chairmen up-date, reprint, and distribute to its employes the schedule agreements existing between it and the Brotherhood of Railroad Signalmen every three years. The cost of reprinting and distribution to the employes shall be borne by the Carrier.

XV REVISION OF ARTICLE IV—APRIL 21, 1969 MEDIATION AGREEMENT

Amend Article IV—Payments To Employes Injured Under Certain Circumstances to provide that:

(a) Wherever there is reference to $50,000, $100,000 and $1,000,000 such amounts shall be changed to $100,000, $200,000 and $2,000,000, respectively.

(b) Wherever there is reference to $100 per week such amount shall be changed to 80% of the minimum mechanics rate times forty.

(c) The limitation on length of time benefits are payable shall be removed so that benefits will be paid for the entire period of disability.

XVI EMPLOYMENT INFORMATION LISTINGS

Establish a rule to provide that effective January 1, 1975, Carriers will furnish to General Chairmen the name, social security number, job location and classification, rate

of pay, home address and, where available, telephone number of new employe within five days from date of hire.

The Carriers will also furnish to the General Chairmen, at the close of each month, a listing of changes in employe status and the dates when such changes occurred.

XVII OFFICIAL AND EXCEPTED POSITIONS—SENIORITY

Where an agreement, rule, regulation, interpretation, or practice, however established, exists providing that employes filling or promoted to wholly excepted or official positions may retain and continue to accumulate seniority on the district from which promoted, having their names also shown on seniority rosters in that district, it shall be amended, effective January 1, 1975 to require that such employe must either remain in good standing with the Brotherhood of Railroad Signalmen by paying necessary dues and assessments the same as if he were actively working on the position or positions for which his seniority has been preserved by the Brotherhood of Railroad Signalmen, or forfeit his seniority.

XVIII SAVINGS CLAUSE

The Brotherhood of Railroad Signalmen reserves the right to preserve existing rules or practices on any individual carrier or carriers which it considers more favorable than any rule resulting from negotiations on the foregoing proposals.

SCL orders ctc units major mainlines

Seaboard Coast Line has ordered centralized traffic control system equipment from Union Switch & Signal division of WABCO for installation in Georgia, North and South Carolina. Office and wayside equipment will be installed to provide ctc on 322 miles of line between Atlanta, GA and and Hamlet, NC. Control office units include a Traffic Control Center with system 600 equipment that will be combined with existing relay code systems to direct train movements between Emory, GA and Monroe, NC, 263 miles.

RS&I

Sec. 236.7 Circuit controller operated by switch-and-lock movement.

Circuit controller operated by switch-and-lock movement shall be maintained so that normally open contacts will remain closed and normally closed contacts will remain open until the switch is locked.

Sec. 236.8 Operating characteristics of electromagnetic apparatus.

Operating characteristics of electromagnetic apparatus shall be maintained in accordance with the limits within which such apparatus is designed to operate.

Sec. 236.9 Selection of circuits through indicating or annunciating instruments.

Signal control and electric locking circuits shall not be selected through the contacts of instruments designed primarily for indicating or annunciating purposes in which an indicating element attached to the armature is arranged so that it can in itself cause improper operation of the armature.

Sec. 236.10 Electric locks, force drop type; where required.

Electric locks on new installations and new electric locks applied to existing installations shall be of the force drop type.

Sec. 236.11 Adjustment, repair, or replacement of component.

When any component of a system or interlocking, the proper functioning of which is essential to the safety of train operation, fails to perform its intended signaling function, it shall be adjusted, repaired or replaced without undue delay.

Sec. 236.12 Spring switch signal protection; where required.

Signal protection shall be provided for facing and trailing movements through spring switch within interlocking limits, and through spring switch hereafter installed in automatic block signal, trainstop, train control or cab signal territory where train movements over the switch are made at a speed exceeding 20 miles per hour, except that signal protection shall be required only with the current of traffic on track signaled for movement in only one direction.

Sec. 236.13 Spring switch; selection of signal control circuits through circuit controller.

The control circuits of signals governing facing movements over a main track spring switch shall be selected through the contacts of a switch circuit controller, or through the contacts of relay repeating the position of such circuit controller, which, when normally closed switch point is open one-fourth inch or more, will cause such signals to display their most restrictive aspects, except that where a separate aspect is displayed for facing movements over the switch in the reverse position the signal shall display its most restrictive aspect when the switch points are open one-fourth inch or more from either the normal or reverse position.

Sec. 236.14 Spring switch signal protection; requirements.

(a) The indication of signal governing movements from siding to main track with the current of traffic on track signaled for movements in only one direction through a spring switch in automatic block signal territory shall be not less restrictive than "Proceed at Restricted Speed" when the block, into which movements are governed by the signal, is occupied, and shall be "Stop" when the main track is occupied by a train approaching the switch within at least 1,500 feet in approach of the approach signal located stopping distance from the main track signal governing trailing movements over switch, except that the indication may be caused to be less restrictive if approach or time locking is used.

(b) The indication of signal governing movements against the current of traffic from the reverse main of main tracks to a single track, or signal governing movements from a siding to a main track signaled for movements in either direction, through a spring switch, in automatic block territory shall be not less restrictive than "Proceed at Restricted Speed" when the block, into which movements are governed by the signal, is occupied

by a preceding train, and shall be "Stop" when the block on the single track into which the signal governs is occupied by an opposing train.

(c) The indication of signal governing movements against the current of traffic from the reverse main of main tracks to a single track or signal governing movements from a siding to a main track signaled for movements in either direction through a spring switch in automatic block signal territory shall be "Stop" when the normal direction main track of the double track or the single track signaled for movements in both directions is occupied by a train approaching the switch within at least 1,500 feet in approach of the approach signal located stopping distance from the main track signal governing trailing movements over switch, except that indication may be caused to be less restrictive if approach or time locking is used.

Sec. 236.15 Timetable instructions.

Automatic block, traffic control, trainstop, train control and cab signal territory shall be designated in timetable instructions.

Sec. 236.16 Relief.

Relief from the requirements of this part will be granted upon an adequate showing by an individual carrier. Relief heretofore granted to any carrier by order of the Federal Railroad Administration (FRA) shall constitute relief to the same extent from the requirements of this part.

(To be continued)

BN and C&NW have FRA ok for interlocking

FRA's Railroad Safety Board has approved the proposed installation of an automatic interlocking replacing existing electrically locked derail arrangement at Sterling, IL at a crossing of two main tracks of the Chicago & North Western with one main track of the Burlington Northern.

Applicants said that the proposed change will permit main track movements over the crossing by signal indication. Movements from the auxiliary tracks through the interlocking will be made in conformity with Section 236.301 of FRA's signal RS&I.

NEWS CONT'D

ence to be held Oct. 10-17, 1974 at the Monteleone Hotel in New Orleans, LA. Chamberlain will speak on the topic "Apprenticeship and training: today's needs and tomorrow's skills." **William W. Winpisinger,** general vice-president, International Association of Machinists & Aerospace Workers will also speak.

Col. Harold Small, U.S. Army Transportation School, will identify what the military is doing to provide training to benefit industry following separation of servicemen from active duty. **Robert F. Creson,** director, Transportation Safety Institute, Oklahoma City DOT will explain the role of TSI as it relates to the transportation industry.

BofRS to hold regional meeting in the South

Brotherhood of Railroad Signalmen is planning to hold a regional meeting on November 23, 1974 at Birmingham, AL. Details will be published in a later issue of this magazine.

RAIL UNIONS HISTORY and great interest was shown in the Brotherhood of Railroad Signalmen when Cornell University professors recently visited BofRS Grand Lodge Headquarters in Mt. Prospect, IL. Shown in President Chamberlain's office are: (left to right) **C. J. Chamberlain; James O. Morris,** professor of labor history, director of the railroad industrial relations project, School of Industrial & Labor Relations, Cornell U.; **Herbert Finch,** labor management documentation center, Cornell; **A. E. Lyon,** president emeritus, BofRS; and **Robert B. McKersie,** dean, New York State School of Industrial & Labor Relations, Cornell U.

SOUTHERN SIGNALING was one of the many topics of discussion at a June 26 meeting of BofRS and Southern officials. They were (left to right) **C. R. Vaught,** general chairman BofRS on Southern; **C. S. Chandler,** BofRS vice-president; **J. T. Hudson,** general superintendent operations communications & signals, SOU; **M. G. Stevens,** assistant director labor relations, SOU; and **R. B. McClelland,** labor relations specialist, communications & signals, SOU.

Personal Aids and News

Students eligible for RRA aid says R.T. Bates

Children over the age of 18 but less than 22 are eligible for survivor monthly benefits under the Railroad Retirement Act if they are attending school on a full-time basis. These benefits are an extension of the benefits provided for the support of minor children under age 18 of deceased railroad workers.

Career employees are thus assured that their children will have financial assistance with which to continue their education in the event of the employee's death.

The following questions and answers illustrate the requirements for these benefits and other pertinent items.

(1) How much do these students' annuities generally amount to?

At the end of June the average monthly benefit paid to a student was about $175.

(2) What is required for the student to be eligible?

He must be between 18 and 22 years old, unmarried and attending school on a *full-time basis.* His deceased parent must have been insured for survivor benefits under the Railroad Retirement Act. In general, the parent would be insured at death if he had 10 or more years of railroad service and a "current connection with the railroad industry." The "current connection" requirement is generally met if the parent had been working in the railroad industry up to or shortly before his death or his retirement.

(3) What is required for a child to qualify as a full-time student?

A student attending college, either in day or evening classes, meets this requirement if the college, or junior college, considers him a full-time student.

If he attends a high school, vocational school, or other instructional school, either as a day or evening student, he is considered a full-time student if:

- He is enrolled in a course of study lasting at least 13 weeks;
- He is recognized by the school as a full-time student; and
- He is enrolled for at least 20 hours a week.

(4) Are there any restrictions on the type of school a student may attend in order to qualify for an annuity?

Yes. He must attend a high school or vocational school that is supported or operated by a local or State government, or the Federal government; a State university or college or a community college; a private school or college that is approved by a State or is accredited by a recognized agency; or a non-accredited school or college if its credits are accepted on transfer by at least three accredited schools or colleges. Also acceptable is attendance at foreign secondary schools and some foreign colleges and universities.

A student should get in touch with the nearest office of the U.S. Railroad Retirement Board for further information as to whether or not attendance at a particular school satisfies the requirements.

(5) Will enrollment in correspondence courses qualify a child as a full-time student?

Generally not. Only under certain special circumstances can full-time attendance be based on correspondence courses. Anyone considering correspondence courses should check with the nearest Board office for details concerning his specific case.

(6) If a child is taking some job-related courses at a college at the request of his employer, can he receive an annuity if he is receiving his salary while at school?

No. The fact that his *employer pays him while he is attending school* disqualifies him for an annuity.

(7) What information should the student be prepared to give when he visits a Board office to apply for his annuity?

The Board will need to know:

- The name and address of his school;
- The dates of attendance during the past year;
- His student identification number, if he has one;
- The number of hours of attendance each week if he is a student at a high school or vocational school;
- If and when he plans to return to school full time after the close of the current year.

(8) Will a student receive his annuity for the months that he is not in school?

Yes. He can receive his annuity during periods of four months or less (such as summer vacation) if he was attending school full time before the period began and *intends* to return to school full time when the four-month period ends.

(9) Will a student's earnings affect his annuity?

The rules on earnings for students are the same as for other survivors. He may earn up to $2,400 each year with no effect on his annuity. If he earns more, his annuity will be reduced at the rate of $1 for every $2 earned over $2,400; however, he will not lose benefits for any month in which he earns $200 or less.

(10) How long does a student receive an annuity?

His annuity may continue until he reaches age 22, marries, or when he is no longer attending school full time, whichever first occurs. His last payment will be for the month before one of these events occurs. However, a benefit can be extended through the end of the quarter or semester in which the student attains age 22, if he has not yet completed the requirements for a bachelor's degree.

(11) Is a student obligated to notify the Board if he decides to cease attending school full time or to marry?

Yes, he should notify the nearest district office of the Board immediately, in order to avoid a possible overpayment which may be difficult to repay. ANY CHECKS HE RECEIVES IN ERROR SHOULD BE RETURNED UNCASHED TO THE BOARD.

(12) Can the children of a retiree qualify, while their parent is living, for the same student benefits as the children of a deceased retiree or employee?

No, benefits are not provided by the Railroad Retirement Act for minor or student children during a retiree's lifetime. However, in some cases the annuity of a retiree is increased on account of his minor or student children through the special-guaranty provision of the Act. This provision insures railroaders that benefits for their families will total at least 10 percent more than their benefits would be under the Social Security Act if their railroad employment was covered under that law.

Employee free and reduced rate travel prohibitions and reservation limitations

Prohibited Trains—Effective May 1, 1974 through October 31, 1974, inclusive.

A. The following trains are prohibited to all employee free and reduced-rate travel on all days—regardless of endorsements:

TRAIN	NAME
83, 84	Silver Meteor

B. The following trains are prohibited to all employee free and reduced-rate travel for any and all segments of the trip on the originating days shown below. The only exception are those documents containing a "Good for Metroliners and Turbotrains" or a "Restricted" endorsement.

TRAIN	NAME	ORIGINATING
3, 4	Super Chief/El Capitan	Friday, Saturday & Sunday
11-12, 13, 14	Coast Daylight/Starlight	Friday, Saturday & Sunday
40, 41	Broadway Limited	Friday, Saturday & Sunday
Turbotrains	Boston-New York route	All Days
Metroliners	All Routes	All Days

Reservation Limitations—Effective June 7, 1974 through September 2, 1974 inclusive.

Reservations will only be allowed to be made up to four hours prior to passenger boarding time for trains and/or days not prohibited by Paragraph I and the following trains:

1, 2; 5, 6; 7, 8; 9, 10; 15, 16; 21, 22; 30, 31; 50, 51; 52, 53; 58, 59; 60, 61; 66, 67; 81, 82; 85, 86; 100 Series; 200 Series; 530, 531; 540, 541

The only exception to the reservation restrictions are those documents containing a "Positive Space" endorsement for which reservations may be made at any time.

TRAINS ORIGINATING	RESERVATIONS MAY BE MADE FOR
Tuesday, Wednesday	Reserved Coach, Parlor Car & Sleeping Space
Thursday through Monday	Reserved Coach Only

No sleeping space of any type will be allowed to be purchased on a train.

WANTED: Complete sets of 1967 issues of The Signalman's Journal. Tell us your price before shipping. R. W. McKnight, Editor & Manager, TSJ, 601 W. Golf Rd., Mt. Prospect, IL 60056, USA

Regional meeting to be held in New York City on Saturday October 5, 1974.

Members residing in Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, and Delaware should be especially interested in attending this meeting.

President Charles J. Chamberlain, Secretary-Treasurer R. Thomas Bates and other Grand Lodge officers who are available will be present. Representatives from Travelers Insurance Co., Provident Insurance Co. and the Railroad Retirement Board will be present to discuss their respective programs for BofRS members.

The meeting will begin at 9 a.m. and be held at the Prince George Hotel at 28th Street and Madison Avenue in New York City.

Amtrak passes should be renewed for 1974

Almost 120,000 Rail Travel Privilege Card passes were issued to railroad and terminal company retirees and widows during 1973.

All of the passes are valid for one year, and will expire during 1974. They must be renewed if the passholders are to continue availing themselves of Amtrak's transportation privileges.

Only about half of the Rail Travel Privilege Cards (RTPC's) that expired during the first four months of 1974 have been renewed for another year's viability. In addition, about half of the renewed cards were reissued after the original RTPC had expired.

Holders of the current cards were reminded by the Amtrak Pass Bu-

(Please turn page)

PA&N CONT'D

reau that ticket sellers have been instructed not to issue tickets against any cards that have expired. However, tickets that have been obtained may be used within the 90-day ticket validity period even though the RTPC may have expired before the ticket is used.

The month and year of expiration is shown in the lower right hand corner of each RTPC pass, and the card expires on the last day of the month and year shown. The Pass Bureau urged all RTPC pass holders to check the expiration date of their card to be sure it has not expired.

Cardholders whose passes have expired or about to expire should obtain an NRPC Form 93 from their railroad office where they received their original RTPC pass application. The Form 93 should be completed and sent back to the railroad office, which will forward it to the Amtrak Pass Bureau.

All applications for renewal of the RTPC passes should be initiated approximately two months prior to the expiration date of the current pass. This should provide sufficient time for a new card to be received prior to the expiration date of the old pass.

Driving costs keep rising

By Sidney Margolius

The big leap in gas prices and smaller but still significant increases in other car expenses, have made car ownership now the third largest living cost for many families, surpassed only by food and housing expenses.

For many owners, gas bills for the first time are bigger than "depreciation" (annual loss in market value).

One recent survey, by Runzheimer & Co., found that in May, 1974, gas averaged 59 cents in 14 cities for low-lead regular; a 43% leap over last year's 41 cents. In addition to the higher price, 1974 cars used slightly more gas. Thus, Runzheimer, which specializes in car cost accounting for business firms, estimates that a full-time business driver must spend an additional $386 a year to cover gas costs, while the typical occasional business traveler needs $77 a year more.

	Standard Size Car	Compact Car	Sub-Compact
Depreciation	$ 404	$ 300	$ 252
Repairs, maintenance	442	310	352
Replacement tires	45	38	31
Accessories	3	3	3
Gas @ 58.9¢ gal.	456	369	274
Oil	19	16	13
Insurance	177	166	158
Garage, parking, tolls	196	196	196
Registration	30	20	20
TOTALS:	$1,772	$1,418	$1,299
COSTS PER MILE:	17.7¢	14.2¢	13¢

*Based on data from Runzheimer & Co. and Federal Highway Administration for four-year old cars driven 10,000 miles a year.

For such heavy users. Runzheimer estimates that costs in general increased 23% in the 12-month period studied.

Another survey, based on family suburban use, by the Federal Highway Administration, indicates that the average cost of owning and operating a standard-size car 10,000 miles a year for ten years had gone up 18% in the past two years.

However, costs are even higher now than estimated by the Federal Highway Administration (FHA) when it made its estimates early in 1974. In the table with this article, we have combined the gas costs found by Runzheimer in May with the FHA cost estimates for an average four-year-old car driven 10,000 miles a year.

In fact, costs this summer probably are even slightly higher than these estimates of $1,772 a year to own and operate a four-year-old standard-size car, $1,418 for a compact, and $1,299 for a sub-compact. Depreciation, maintenance and replacement tires all have gone up a little this spring. On the other hand, you may not need to include any garage costs in your own expenses or may save a cent or two a gallon if you can use regular gas instead of low lead.

Compact cars save in almost every respect; not only on gas and depreciation (because of their lower price tags) but even more so on repairs and maintenance and even a little on insurance and tires. As the table of comparative costs shows, biggest saving is on compacts over full-size cars.

On gas, the FHA estimated that the standard model got about 13 miles per gallon; a compact, 16 mpg; a sub-compact, about 21½. At 58.9 cents a mile for 10,000 miles, we estimate the annual cost at about $456 for the standard size; $369 for a compact and $274 for a sub-compact.

A useful point on depreciation made by L. L. Liston and R. W. Sherrer, authors of the FHA report, is that standard size cars are subject to their largest depreciation loss in the early years of ownership. Depreciation on small cars is spread more evenly. Thus, it pays big-car owners even more than small-car owners to hold on to their cars longer.

Also of interest is that despite higher initial cost, car owners save by using radial tires. They need only five replacements over ten years instead of 11 for bias-belted tires. The radial tires also save some gas.

TRASH OR TREASURE?

Please don't throw away your old railroad relics. They might be wanted badly by collectors and museums. If you have any old dining-car dishes, wax sealers, daters or telegraph equipment from the depots; or even badges, buttons or keys, write **Jim Bartz, 11210 Lavender Ave., Fountain Valley, CA 92708.**

You can get a free copy of the report, *Cost of Operating An Automobile,* from Federal Highway Administration, U.S. Department of Transportation, 400 Seventh St., S.W., Washington, D.C. 20590.

Alcoholism is a health-care problem

At a May seminar in Milwaukee, WI, representatives of rail unions and rail management discussed ways to treat alcoholism as a health care problem rather than a disciplinary problem. The conference provided an opportunity for railroad companies to exchange ideas about their employee alcoholism programs and to share information with those wishing to initiate such programs. Speakers urged railroad unions and rail management to work together to cooperate and coordinate the assistance programs.

Policies have changed. Al H. Chesser, president, United Transportation Union, said that the UTU is not only dedicated to labor issues, but is also concerned about the families of employees working in the rail industry. As a result, UTU has an enlightened alcoholism treatment policy with their assistance program.

But changes are being made, and Chesser urged management's participation in such a program. Increased productivity and good labor-management relations is a result of an employee assistance program. "I know from our experience that we have saved many souls, families, our industry money, preserved much talent and have replaced shame with pride. I hope to see the day when every labor union in this country has adopted an alcohol assistance policy as part of their program, as one of their services to the people they represent," Chesser said.

A people problem. "The alcoholic employee is not in the final analysis, a labor problem or a management problem, but is a people problem subject to a human solution by human beings working together," said Joseph J. DeRosa, formerly assistant administrator, DePaul Rehabilitation Hospital (conference cosponsor with Cornell University), and now corporate director of the employee assistance program, Illinois Central Gulf.

"The railroad industry and its unions have a challenge and an opportunity to take the leadership; the moral and social responsibility to demonstrate our willingness to work together toward programs to assist a fellow human being in need of help," DeRosa said.

Cooperation needed. Full cooperation between labor and management is needed now to help alcoholic employees now, not after they have broken families and lost jobs. So stated L. W. Harrington, vice-president of labor relations and personnel, Milwaukee Road. "The first thing you need with this program, is total commitment, not just 100% lip service, from top management and top union people.

"Labor represents the people and management employs them. We both have our responsibilities to focus on these individuals who have a problem which focuses on both of us to help them. The results of such a program can not be put on a balance sheet, but the investments and returns are great in eliminating the cost of human misery," Harrington said.

National Agreement Book

We are preparing a book that will contain the basic provisions of national agreements negotiated with a majority of the U.S. railroads on which the BofRS has collective bargaining agreements. It will be a loose-leaf binder with space for the schedule agreement on an individual railroad. Certain sections must be amended to reflect if, and to what extent, a certain agreement or portion thereof has been accepted or amended on an individual railroad. Such additions or amendments will be the responsibility of the purchaser.

The book, consisting of about 350 pages, will include summary of wages and other benefits; Washington Job Protection Agreement; Eastern Carriers Union Shop Agreement of 8/29/52; vacation agreement and interpretations; paid holiday rules; claim and grievance handling rule; force reductions; 2/7/65 Agreement and official interpretations thereto; Award of Arbitration Board 298 and interpretations thereto; off-track vehicle accidents; jury duty; overtime; camp cars; apprentice programs; change of residence; earnings deduction in discipline cases; supplemental sickness benefits; union dues checkoff; AMTRAK protective conditions; and a brief summary of Travelers benefits.

Copies of the **Master National Agreement Book** are priced at $5.95 if ordered before Jan. 1, 1975; and $7.95 after that date. Orders must be postmarked Dec. 31, 1974 or earlier to receive the discount price. To order, please fill out the coupon below, and mail with check or money order payable to R. T. Bates.

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Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

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General Committee News

UNION PACIFIC general committee in session in Cheyenne, WY included the following (left to right clockwise around the table): **Leonard M. Priel** from Rock Springs Local 8; **Marion Brown,** Local 8; **Benjamin E. Price** local chairman from Eureka Local No. 19; **Marvin N. Davis,** local chairman from Local No. 8; **H. W. Parsons,** general chairman; **John T. Bass,** BofRS vice-president; **Charles J. Chamberlain,** president BofRS; **O. E. Anderson,** local chairman, from American Local No. 111; **Martin F. Forman,** local chairman from Rock Springs Local No. 8; and **Raymond M. Shade,** local chairman, Portland Local No. 155.

UP general committee meets in Cheyenne

The Union Pacific general committee met May 15-17 in Cheyenne, WY. On the first day, the committee visited UP's signal training school which is a fully equipped facility for the training of assistant signalmen. The committee also had the opportunity to discuss many matters with UP officials including **G. L. Farr,** vice-president labor relations; **E. A. Krause,** general signal engineer; **Leonard Ring,** manager of personnel; and **Lowell Turner,** director of employee communications.

On the following two days, meeting at the Hitching Post Inn, the committee discussed the bunk car issue, training programs, maintainers' work, contracting and various claims. Some of the general committee's bylaws were updated. It was proposed that the committee go to full-time operation, if possible by Jan. 1, 1975. Bylaws are being worked on for this change.

Members present included: **H. W. Parsons,** general chairman; **L. M. Priel** sitting in for Brother **L. C. Sedlacek** who was in the hospital; **M. W. Brown** sitting in for **M. L. Tow,** who had been appointed assistant supervisor of signals; **M. N. Davis,** Wyoming division; **B. E. Price,** California division; **O. E. Anderson,** Idaho division; **R. M. Shade,** Oregon division; and **M. F. Forman,** signal engineer's forces, Eastern district. **C. J. Chamberlain,** BofRS, president and **J. T. Bass,** BofRS, vice-president attended the general committee meeting.

Chesapeake & Ohio news by Harvey H. Parker

Editor's Note: The following material is abstracted from the various quarterly newsletters from BofRS general committees. We urge that other general committees make their letters available to THE SIGNALMAN'S JOURNAL for future publication.

Second quarter 1974. We have been encountering considerable trouble with job bulletins arriving so they can be posted for the required ten days at the headquarter points in accordance with PM District Rule/s 505(c) and/or Chesapeake District Rule 52(a). This matter has—and is—being handled when brought to the attention of your local or general chairman. However, we can only act when you give us the facts regarding this problem. . . Another problem we have been having with respect to job bulletins is the Carrier arbitrarily changing the form of such bulletins so they are not within the intent of PM Rule/s 506 and/or Chesa. Rule 51. Here again we have been at work to correct such action on the part of Carrier.

More good news! Effective July 1, 1974, active members will have the same medical benefits as shown on pages 4-5 of the Association. However, any claims are to be filed with the C&O Employees' Hospital Association, as in the past—more about this in our next newsletter.

Apprentice Program: We continue to receive promises from Carrier to the effect that they will start talking to us regarding this urgent matter. At this date, however, I'm sorry say that I cannot report any favorable progress regarding this matter.

First quarter 1974. Four percent wage increase effective January 1, 1974—watch your paycheck to see that it is there.

Effective January 1, 1974 we have an agreement with the C&O to provide for deduction of your dues. However, the C&O will not deduct such dues until you give the necessary okay to do so. According to the agreement, Carrier will deduct an amount each month to cover that portion of such dues, initiation fees, and assessments (not including fines and penalties) from wages due to each employe after it receives a valid written wage assignment. Such amounts will come out of the so-called "A" pay period of each month, which is the wages received by you during the last part of that month. Carrier agreed to furnish the IBM cards, which are being printed at this time, and after receipt by me, the IBM cards will be sent out to each member. If that member is interested in paying his dues in this manner, he must fill out and sign the IBM card and send same back to me so they can be sent as a group on to the Carrier's payroll department.

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

This information should be forwarded to C. J. Chamberlain, president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056.

Aurora, CO 80010
John J. Rossi, Morrisard & Rossi, 1901 Peoria St., Suite 202
Tel. (303) 364-9369

Baltimore, MD 21202
Savage, Jones, Tingle & Schwartzman, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. (301) 685-2713

Bergenfield, NJ 07621
Charles J. Tyne, 104 North Washington Ave.
Tel. (201) 384-9433

Birmingham, AL 35203
Rives, Peterson, Pettus, Conway & Burge, 800 First National-Southern Natural Bldg., 1900 Fifth Ave., North
Tel. (205) 328-8141

Boston, MA 02108
Francis H. Farrell, Suite 701, Old South Bldg.
294 Washington St.
Tel. (617) 542-3270

Chicago, IL 60602
Henslee, Monek and Henslee, 120 Madison Bldg.
Tel. (312) 782-5925

Cleveland, OH 44114
Gaines & Stern Co. L. P. A.
1700 Investment Plaza,
1801 East 9th St.
Tel. (216) 696-4666

Denver, CO 80202
Alex Stephen Keller,
316 Symes Bldg.
Tel. (303) 255-2603

Denver, CO 80030
Ratner, Mattox, Ratner, Ratner & Barnes, 3090 West 72nd Ave., Westminster
Tel. (303) 427-1414

Houston, TX 77002
George L. Schmidt, Schmidt, Matthews & Madigan, Houston Bar Center Bldg., 723 Main St., Suite 810
Tel. (713) 233-4466

Indianapolis, IN 46204
Edward J. Erpelding,
111 Monument Circle, Suite 550
Tel. (317) 638-7771

Kansas City, MO 64105
Norman R. Jones, Suite 1420, Commerce Tower, 911 Main St.
Tel. (816) 421-5411

Kansas City, KS 66101
Ratner, Mattox, Ratner, Ratner & Barnes, 804 Huron Bldg.
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Tel. (213) 629-2214

Los Angeles, CA 90036
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Tel. (213) 937-6250

Miami Beach, FL 33141
Hastings, Goldman & Forman
300 71st St., Suite 530
Tel. (305) 377-9481

Minneapolis, MN 55402
Rerat, Crill, Foley & Boursier, 656 IDS Center, 80 South Eighth St.
Tel. (612) 339-9231

New York, NY 10017
Elkind, Lampson & Sable
122 East 42nd Street
Tel. (212) 986-4921

Oakland, CA 94612
Frederick L. Nelson; Hildebrand, McLeod & Nelson, Inc.
1212 Broadway
Tel. (415) 451-6732

Pittsburgh, PA 15219
Evans, Ivory & Evans,
711 Frick Bldg.
Tel. (412) 471-3740

Portland, OR 97204
Carlton R. Reiter
Reiter, Wall, Bricker & Zakovics, P.C.
1200 Wilcox Building
Tel. (503) 226-1151

Salt Lake City, UT 84101
Wayne L. Black, Suite 400,
Ten West Third South St.
Tel. (801) 328-9741

San Antonio, TX 78205
George L. Schmidt, 1515 NBC Bldg.
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Syracuse, NY 13202
J. Murray Dunn,
707 State Tower Bldg.
Tel. (315) 422-0303

Tucson, AZ 85719
John P. Somers, 2016 East Broadway
Tel. (602) 623-6111

Vicksburg, MS 39180
James B. Ramsey, First National Bank Bldg.
Tel. (601) 636-5561

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Ratner, Mattox, Ratner, Ratner & Barnes, 444 North Market, P.O. Box 306
Tel. (316) 262-6423

Wichita, KS 67202
John C. Frank,
615 Union National Bldg.
Tel. (316) 264-0346

Local Lodge News

25 YEAR SERVICE AWARDS presented to five members of Local 70 employed by Illinois Central Gulf Railroad. Shown (left to right) are: **I. F. Kluender,** signalman; **F. A. Hoeval,** trainmaster, ICG; **S. Akai,** signal maintainer; **A. D. Parqueth,** signal maintainer; **H. G. Mullins,** superintendent of suburban train service, ICG; **P. H. Behrendt,** lead signal maintainer; **W. G. Komanski,** signalman; and **C. P. Davis,** division engineer, ICG.

GRAND CROSSING LOCAL 70 meeting included the following (left to right): **W. G. Komanski,** signalman; **I. F. Kluender,** signalman; **J. M. Prater,** lead signalman and secretary-treasurer of Local 70; **F. A. Hoeval,** trainmaster, ICG; **C. P. Davis,** division engineer, ICG; **H. G. Mullins,** superintendent of surburban train service, ICG; **R. A. Stech,** signalman and chief signalman of Local 70; **P. H. Behrendt,** lead signal maintainer and local chairman, Local 70; **J. J. Lukas,** signalman; **A. D. Parqueth,** signal maintainer; **K. A. Cavanaugh,** signalman; **J. A. Cernickle,** signal helper; **S. Akai,** signal maintainer; and **C. C. Schilaci,** signal maintainer.

Local 70 men awarded 25-year service pins

Officials of Illinois Central Gulf attended Grand Crossing's Local 70 quarterly meeting on May 9 and awarded five members with 25-year service awards. Those receiving the awards included **I. F. Kluender,** signalman; **S. Akai,** signal maintainer; **A. D. Parqueth,** signal maintainer; **P. H. Behrendt,** lead signal maintainer and local chairman of Grand Crossing Local No. 70; and **W. G. Komanski,** signalman. ICG officials included **F. A. Hoeval,** trainmaster; **H. G. Mullins,** superintendent of suburban train service; and **C. P. Davis,** division engineer.

Other members of Local 70 who attended the meeting included: **J. M. Prater,** lead signalman and Local 70 secretary-treasurer; **R. A. Stech,** signalman and chief signalman Local 70; **J. J. Lukas,** signalman; **K. A. Cavanaugh,** signalman; **J. A. Cernicke,** signal helper; **C. C. Schilaci,** signal maintainer; **H. J. Cross,** lead signalman; **L. O. Alexander,** signalman; **J. A. Bereza, Jr.,** signal maintainer; and **P. E. Komanski,** signal maintainer.

Of significance is that ICG officials attended the social part of the meeting which is typical of the rapport and cooperation achieved between them and members of Local 70. Within the past few months **W. D. Best,** BofRS vice-president; **B. J. Woodruff,** IGC general chairman; P. H. Behrendt, local chairman; and local special grievance and regular grievance committees of R. A. Stech, C. C. Schilaci, John A. Bereza Jr., and M. J. Shaw have had many union-management conferences. The results have been the resolution of many grievances and claims in addition to completing two local agreements, of the procedures of vacation relief assignments and an overtime calling list procedure.

"Our cooperative efforts of persistence and determination has now resulted in a labor-management tranquility period, where mutual respect is honored by both parties. The local chairman and management now meet once a week, for a few hours to discuss any problems of the past week or impending problems that may occur in the following week. The general chairman and ICG labor relations officers oversee such conferences," Behrendt said.

Bay State local 120 met in Dexter, NH

A moment of silence was observed at the December 7 meeting for the memory of our departed Brother **Charles Kaizer.** Flowers were sent. He has been away from our Lodge for over 10 years but did have over 10 years service with the Boston & Maine.

Three men were hired as helpers, two to **Crawford's** crew and one to **McFarland's** crew.

In a communication received from Local Chairman **Brown** after our December 7, 1973 meeting we have more sad news to report. Two more of our former Brothers have passed away, **George L. Astell,** former Signal Foreman Fitch Division, and a lifelong member of BRS passed away November 7, 1973 and **William J. Lasher,** former Assistant Signal Supervisor, Fitchburg Division, and a lifelong member of the BRS passed away November 15, 1973.

James Martin
Recording Secretary

Obituaries

Harry L. Nussman, retired signalman, Southern, at Charlotte, NC, passed away in May, 1973.

Lloyd J. Oliphant, retired member of Local 210, Penn Central, former New York Central, Lines West, passed away October 23. He was 70.

Brother Oliphant retired May 31, 1968 after completing 38 years of service with the Penn Central. At the time of his retirement he was employed as a signal mechanic at Elkhart, IN.

He is survived by his wife, Dorothy; daughter, Marilyn L.; and sister, Mrs. John Kime of Elkhart, to whom the officers and members of Local 210 extend their deepest sympathy.

Fred E. Smith, retired member of Local 24, Denver & Rio Grande Western, passed away November 1 at Phoenix, AZ.

Brother Smith retired from the position of signal gang foreman June 30, 1970 after completing 20 years of service on the Rio Grande and 16 years of service on the Southern Pacific, all in the signal departments.

He is survived by his wife, Ellen; children: Fred W. Smith, Linda C. Pryor, Donald L. Bennett, Barbara Bennett, Beverly E. McCormick; two brothers, two sisters, and nine grandchildren.

The officers and members of Local 24 extend their deepest sympathy to the members of his family.

George L. Astell, signal foreman, Boston & Maine, died Nov. 7, 1973.

Verlin C. Brown, retired signal testman for the Chicago & North Western, died Jan. 2, 1974. He was a member of Local 130 and during his career had worked in the Chicago Terminal area.

He is survived by his wife, Mrs. Dorothy Brown.

The officers and members of Local 130 extend their deepest sympathy to her.

Wilbert Cline, retired signal maintainer, of Bernalillo, NM, died last year.

John H. Crane, retired member of U.T.K. Local 86, Penn Central, died Nov. 25, 1973. He was 88.

Brother Crane began his railroad career with the NYO&W and seven years later joined the NYC. He retired as a signal foreman on Oct. 1, 1952 in Utica, NY after 45 years of service. He also had served as local chairman of Lodge 86.

He is survived by his wife, and a son, Millard E. Crane.

The officers and members of Local 86 extend their deepest sympathy to his family.

Joe D. Dear, retired member of Robertson Local No. 206, died Nov. 17, 1973. At the time of his retirement in 1965 he was signal maintainer on the Missouri Pacific at Austin, TX, having completed 23 years of service.

He is survived by his wife, Vera; two sons and five grandchildren.

The officers and members of Local 206 extend their deepest sympathy to his family.

J. J. Delaney, retired member of former Newark Local No. 25, now merged with Penn Central Trenton Local No. 102, died Jan. 7, 1973.

Brother Delaney had been employed by the former Pennsylvania for nearly 50 years. At the time of his retirement on Dec. 31, 1968 he was the maintainer at Portal Tower Draw Bridge. He was very active in Local affairs having served in several official positions.

The officers and members of Local 102 extend their deepest sympathy to the members of his family.

John V. Dellinger, member of Grand Central Terminal Local 160, Penn Central, employed in the signal department of the former New York District of the NYC, died Feb. 6, 1973.

The officers and members of Local 160 extend their deepest sympathy to his family.

Edward B. Edson, signal maintainer, Des Moines division, Rock Island, died recently.

Nathan D. Ennor, employe of the Penn Central signal department, died January 13, 1974 in the Harrisburg, PA hospital. He was a member of the Capitol City Local No. 50, an Air Force veteran, and a member of the VFW Lemoyne Lodge.

He is survived by his wife, Mary R. Ennor; a son, Robert N. of Harrisburg; and three sisters, Mrs. James Barnes of Blue Island, IL, Mrs. Joseph DiJiore of Chicago, and Miss Mary Ennor of Black River, MO.

The officers and members of Local No. 50 extend their deepest sympathy to the members of his family.

Jerry L. Folck, retired signalman at the Topeka signal shop of the Santa Fe, died Dec. 4, 1973 in Topeka.

He had been a member of Local 33 and retired from the railway on June 1, 1965 after 38 years of service.

The officers and members of Local 33 extend their deepest sympathy to his family.

Wm. J. Lasher, retired assistant signal supervisor, Boston & Maine, died Nov. 15, 1973.

Charles E. McGee, retired member of Wabash Valley Local 101, Erie Lackawanna, died Jan. 11, 1974. He was 67.

Brother McGee started his signal career as a helper on Nov. 21, 1927. He worked in the construction field of the signal department until 1938 when he became signal maintainer at Kingsland, IN. He held this position until his retirement on May 31, 1972.

Mr. McGee was a member of the Ossian United Methodist Church, Ossian Masonic Lodge and the Fort Wayne Scottish Rite.

In addition to his wife, he is survived by a daughter, Mrs. Donald (Marlene) Martin of Ossian; a son, Maurice of Houston, TX; three brothers, Dee McGee of Marion, Ray McGee of Anderson and Harold McGee of Rochester; a sister, Mrs. Don Lidgard of Sarasota, FL, and seven grandchildren.

The officers and members of Local 101 extend their deepest sympathy to the members of his family.

Roy L. Hodge, helper, signals and communications department, Norfolk & Western, died Dec. 30, 1973.

Charles Kaizer, former BofRS member, employed by the Boston & Maine for 10 years, died recently.

News from Canada

CP's signalmen get safety award

The St. John division signal department, CP Rail, recently was awarded a 4-year safety certificate. The award was based upon a minimum of 365 consecutive days free of disabling injury or industrial disease involving disability of one or more days. Canada Safety Council, industrial section, presented the certificate to R. A. Laking, signal supervisor, for the men in the signal department.

CP RAIL: **Marcel Gauthier,** member of Victor Lodge No. 144, and a signal maintainer at Ottawa, Ont. has retired. **Rene Roy,** signal repairman at Westmount, Que. and a member of Beaver Lodge No. 196 has retired.

Labour minister to order pension inquiry

Canadian Railway Labour Association Chairman W.C.Y. McGregor today called on Ottawa to conduct a full-scale inquiry into railway employee pensions before another round of contract talks begins this fall.

In telegrams to both Labour Minister John Munro and Transport Minister Jean Marchand, McGregor said the inquiry should be launched "without further delay" so negotiators can have the benefits of its findings by the time they go to the bargaining table.

The Association, which represents 17 railway unions, and government officials have been discussing a possible inquiry for some months.

Queen's University Principal John J. Deutsch held an inquiry into pension costs last year, as part of the arbitration which followed the summer railway strike, but McGregor told the Ministers there now is a need for a much more detailed and wide-ranging study.

Citing the Association brief to the government in March, he said: "Factors such as technological change, the high rate of inflation, the trend towards earlier retirement and continuing unemployment will continue to create pressure for additional improvements in pensions.

"We begin negotiations for new contracts this fall. At that time, pensions will be a priority issue and it would be most helpful if those at the table had the benefit of the findings of a government inquiry. If one were established now, such findings might be available by then.

"The inquiry we propose should go beyond the scope of the arbitrated settlement that followed last year's strike. We urge that the following terms of reference be adopted:

"(1) To inquire into the adequacy of benefits provided by the plans, including,

"(i) the need for periodic regular adjustments of benefits paid so as to reflect changes in the cost and/or standard of living;

"(ii) application of the 2% benefit formula to all years of service rather than only two years from 1956 onwards;

"(iii) development of an appropriate method of integration with CPP and QPP for employees who retire before age 65;

"(iv) the levels of benefits and the age and/or service requirements to qualify for disability pensions, survivor pensions and vested deferred pensions.

"(2) To inquire into the suitability or adequacy for the railway pension plans of the present funding and solvency regulations under the Pension Benefits Standards Act.

"(3) To inquire into potential or possible conflict of interest resulting from the fact that the railway companies, at the present time, act as trustees and investment managers of the pension fund assets and to consider alternative procedures and administrative arrangements, which would eliminate such potential or possible conflict of interest."

McGregor received the following reply from Labour Minister John C. Munro:

"Thank you for your recent telegram concerning the establishment of an Industrial Inquiry Commission into Railway employee pensions.

"After considering all of the factors involved, I decided to appoint such an Industrial Inquiry Commission pursuant to Sections 196 and 198 of the Canada Labour Code. The Commissioner, who will be named subsequently, will be asked to submit recommendations to me and to the public on the following matters:

"(1) Cost of living indexing of pension benefits,

"(2) Period used for the amortization of pension liabilities, particularly with respect to pension benefits improved subsequent to 1967,

"(3) Future development of Canada and Quebec Pension Plans and the consequences of these developments on the whole of Railway pension liabilities and employee benefits,

"(4) Application of the two per cent formula in Railway Pension Plans for service done by employees prior to 1956,

"(5) Trusteeship and administration of Railway Pensions Plans,

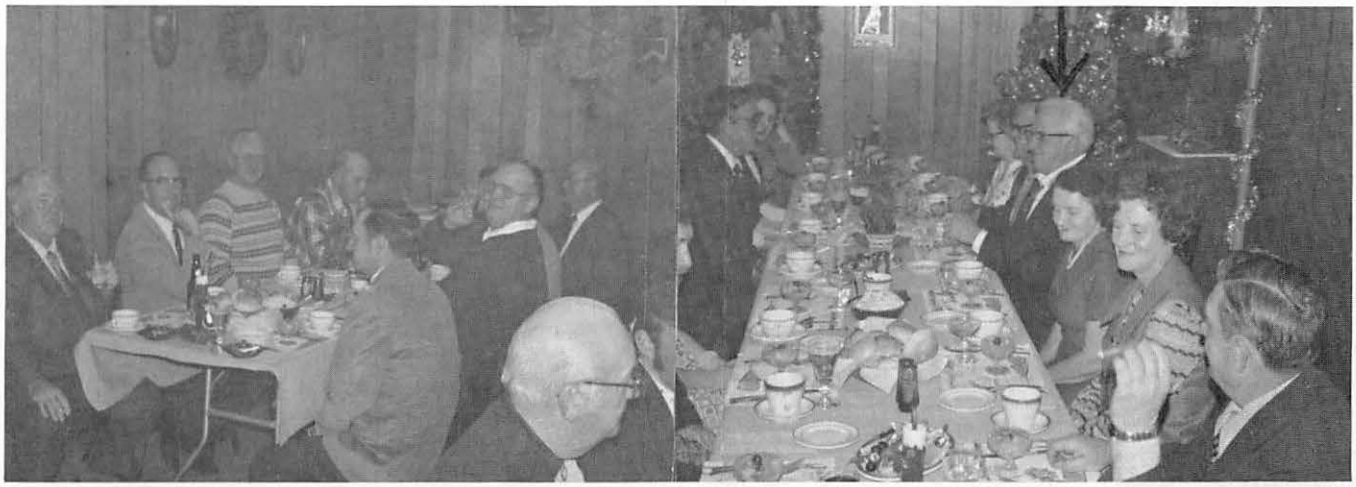
"(6) Any matter incidental to or relating to any of the foregoing matters."

CP RAIL: **Bertram O. Brown,** superintendent of signals, Atlantic region, has retired. He is succeeded by **Carl H. Geary,** signal system training supervisor, Montreal. **R. C. Bucknam,** regional signal supervisor, Toronto, has retired. He is succeeded by **A. R. Porter. P. H. Linn,** signal inspector at Calgary has retired. **A. L. Cameron,** signal inspector at Toronto retired. **S. J. Olsson** appointed superintendent of signals at Vancouver, B.C. **J. F. Kelly,** signal maintainer at Woodstock, Ont. has retired. **J. A. Sampson** appointed supervisor labor relations at Winnipeg succeeding **P. A. Maltby,** retired.

MILW gets ok for ctc in Illinois

To increase flexibility and expedite suburban passenger service in the Chicago metropolitan area, Milwaukee Road will install about 35 miles of ctc following recent approval from FRA's Railroad Safety Board. MILW will add to the existing traffic control system between Bensenville and Elgin, IL; and it will install ctc replacing abs arranged for current of traffic operation on two main tracks between Elgin and Hampshire, IL.

News About Members



Owens honored on retirement from D&H

Glyndwr Owens, leading signal mechanic, Delaware & Hudson, was honored on his retirement with a dinner party at the Mount Royal Hotel in Carbondale, PA on Dec. 12. Brother Owens had spent 25 years with the former New York, Ontario & Western and for the last 15 years he has been with the D&H. "Brother Owens had plenty of friends which was evident by the large turnout at his party. A good time was had by all and a purse was presented to Brother Owens (arrow on picture points to him) by his friends from Local 190 and Local 75. Brother Owens wishes to thank one and all who gave him such a pleasant send off. Glyn will be missed by all of us in the signal department, and we wish him a long and happy retirement," reports **K. R. Cooney,** financial secretary, Local 190.

CHICAGO & NORTH WESTERN: **William R. Kennedy,** member of local Lodge No. 43 has been elected local chairman succeeding **John E. Hansen,** appointed director of research, BofRS, at Grand Lodge headquarters. Brother Kennedy's address is P. O. Box 600, Onawa, IA 51040.

Retirement party held for B. M. Swift, SP&S

Bevel M. Swift, local chairman, Vancouver No. 188, Burlington Northern, and general chairman former Spokane, Portland & Seattle, was the guest of honor at a retirement party at the Portland Motor Inn on June 30. In addition to over 50 friends and co-workers, **John T. Bass,** BofRS, vice-president attended. Besides many good wishes to Brother Swift and his wife for an enjoyable retirement (began July 31), they received a small gift as a token of friendship and appreciation for the many years of service to the BofRS members.

LOUISVILLE & NASHVILLE: **Gilbert Walters,** member of Eastern Kentucky Local 215, retired July 9, 1973 on disability. **Ralph L. Thomas,** member Local 137, retired July 14, 1973.

MISSOURI - KANSAS - TEXAS: **Joseph M. Speck,** member of Labette Local 116, retired Aug. 31, 1973.

NORFOLK & WESTERN: **O. B. Little,** member Local 55 (former Wabash ,) retired Oct. 31, 1973. **Thomas L. Judd,** member Goodwin Local 77, retired Sept. 15, 1973. **R. E. Dillon** (Local 77) retired Aug. 30, 1973.

PENN CENTRAL: **James W. Costello,** member of Nutmeg Local No. 7 (former New Haven), retired July 1, 1973. **J. F. Heim,** member Trenton Local No. 102 (former New York Div., Pennsylvania), retired June 20, 1973. **B. Austin,** member Hudson River Local No. 22 (former New York Central-Lines East, West Shore River Div.), retired June 19, 1973. **J. D. Grove** (Local 7) retired September 30, 1973. **E. Ganson** (Local 22) retired June 19, 1973. **M. H. Edwards,** member Akron Local 109 (former Pennsylvania, Cleveland Div.), retired Oct. 1, 1973. **Ward L. Jones,** member Pitt Local 112 (former Pennsylvania), retired May 1, 1973. **H. C. Thomas,** member Terre Haute Local 142 (former Pennsylvania), retired May 31, 1973.

SANTA FE: **Clyde M. Thompson,** member Local 121 (Gulf Lines), retired Sept. 7, 1973. **R. P. Deford,** signal foreman, Winslow, AZ, member Navajo Local 172, retired recently. **J. H. Bagwell,** signal supervisor, LaJunta, CO, member Rocky Mt. Local 161, retired recently. **C. M. Thompson,** signal maintainer, Coleman, TX Local 121) retired recently.

G. K. Jones, signal inspector at Fresno, CA (Local 172) has retired. **V. O. Nix,** signal maintainer at Sanger, TX (Local 121) has retired.

SEABOARD COAST LINE: **E. L. Campbell,** member Local 16, retired June 1, 1973. **R. L. Crews** (Local 16) retired May 31, 1973. **N. D. Ford, Jr.** (Local 16) retired last year.

SOUTHERN: **C. D. Haynes,** member Walton Local 110 (Lines East), retired Sept. 1973 on disability.

SOUTHERN PACIFIC: **Andrew L. Boyd,** member of Local 170 (Pac. Lines), retired April 1, 1973. **J. M. Cavasas,** member of Gulf Coast (T&L Lines) Local 99, retired June 8, 1973. **Donald E. Cobbs,** member of Local 100 (Pacific Electric, SP), retired Sept. 14, 1973. **George B. Jones,** member Sacramento Local 179 (SP-WP), retired Aug. 31, 1973.

Signalman's Worksheet

DC Track Circuits (Cont'd)

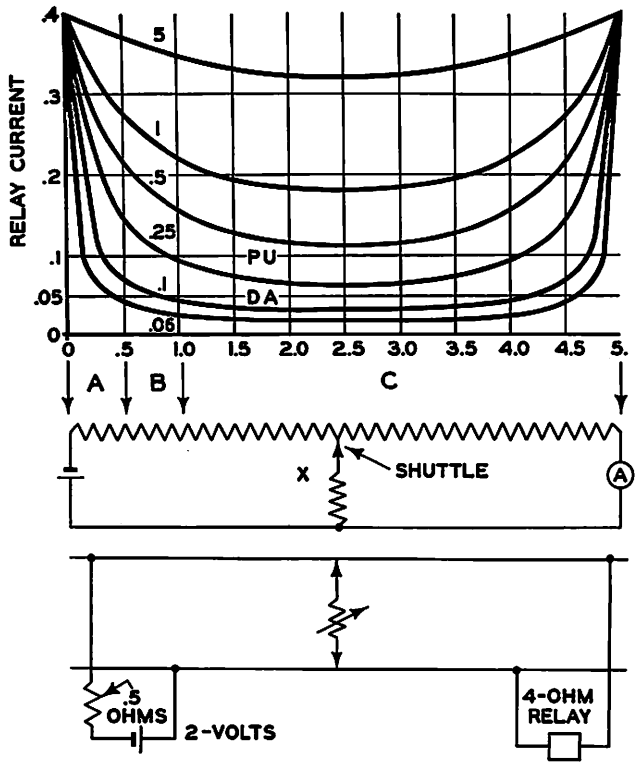


FIG. 108: Curves showing how effectiveness of shunt varies with its position in the circuit.

Figure 108 shows a slide type resistor, arranged as shown, with a battery and an ammeter of such low resistance that its effect on the circuit may be ignored. As shuttle X is moved from one end of the resistor to the other, the current curves plotted from the ammeter readings will be symmetrical on either side of center as shown. Repeating this procedure, using values of X from 5 to 0.06 ohm, will produce the curves shown, each labeled with the X value used.

Now let us make this slide resistor represent an unbalanced circuit, that is, a circuit where the relay resistance is much higher than the limiting resistance. Let section A, ½ ohm, represent the limiting resistance; section B, ½ ohm, the rail resistance; section C, 4 ohms, the relay; and shuttle X the ballast and shunt resistance. With this arrangement, we find the following:

1. With the travel of shuttle X restricted to section B, shuttle X (the shunt) is twice as effective on the relay end than it is on the feed end of the circuit.
2. This variation in the effectiveness of the shunt varies with the location of the rail resistance (section B) in the rest of the circuit resistance.
3. If the limiting resistance (section A) equalled the relay resistance (section C), the rail resistance (section B) could be of the same value, and yet you would have the same shunt effectiveness all along the rails.

Train Shunt

Where two conductors are in contact, a certain voltage, regardless of how small, is required to cause current to flow across the boundary. In train shunting we have this contact boundary, and in the majority of cases the voltage required is negligible. However, in many cases the rail is covered with dirt rolled into the surface or with rust from lack of use. Depending on such insulating or semi-insulating materials as may be between wheels and rails, more or less voltage will be required to break down the "film" so to speak and to establish a current path. This is termed the ionization voltage. The action is comparable to what occurs in a voltage regulation tube but, of course, we are concerned with much lower voltage.

When sufficient current is established to maintain ionization, a further attempt to raise the voltage is futile, as the ionized path simply passes more current and the added voltage is dissipated in the series resistance. In other words, with a given weight of train moving on a circuit having rails rusted to a given degree, the voltage across the rails will be of a certain value, regardless of the limiting resistance or battery voltage (assuming the voltage is at least at the ionization level).

Unusually high ionization voltage is also found in rails where no traction or braking is applied. For example, there may be a station where all trains stop by simply shutting off the power, the grade being a substitute for applying the brakes. Where this occurs, the rail surfaces tend to become glazed, as there is neither traction nor braking friction to keep them clean.

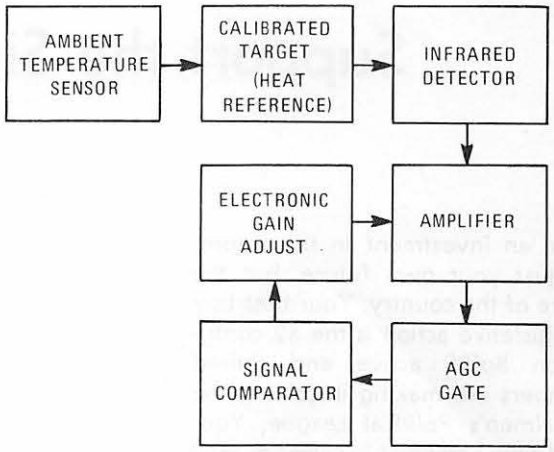
NOTE: Information and drawings furnished by General Railway Signal Co.

THIS HOTBOX DETECTOR NEVER RESTS

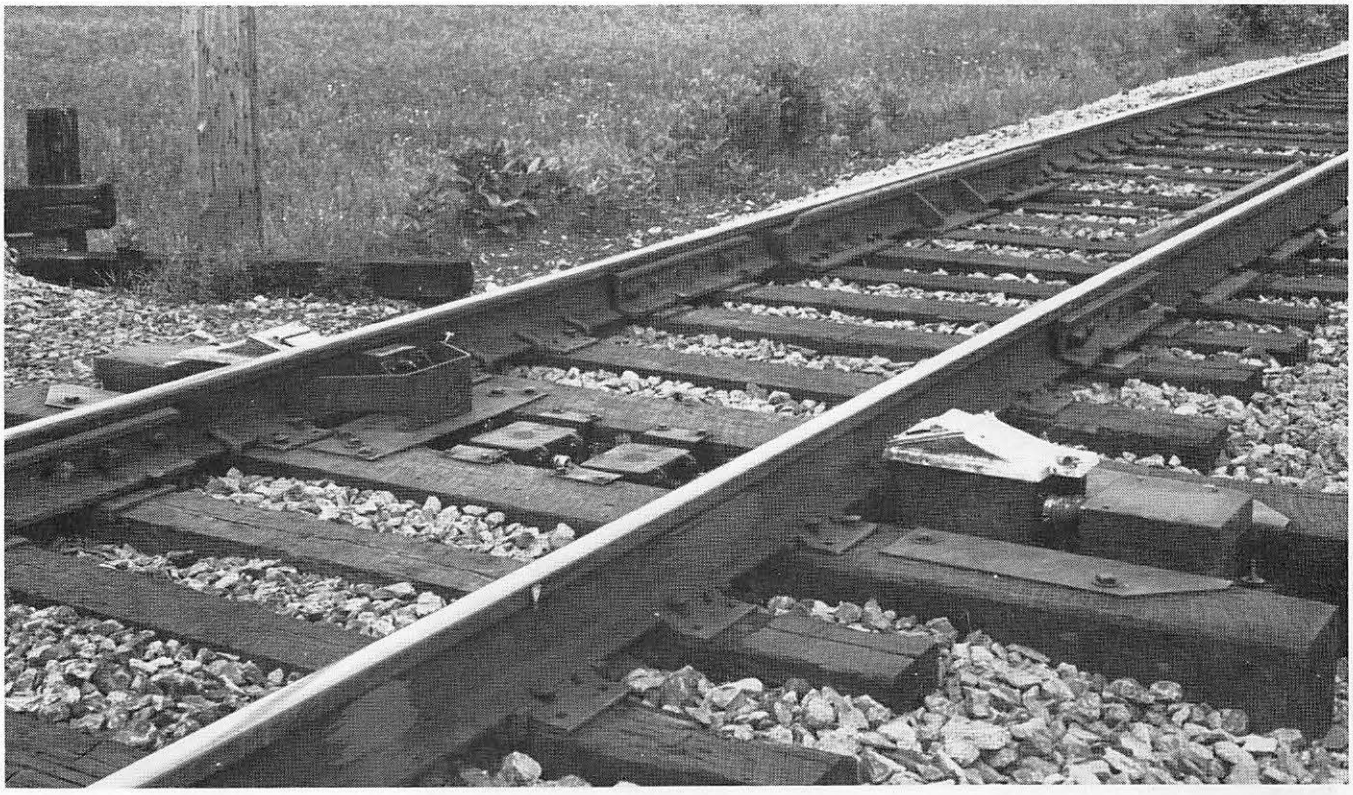
The Wheel Thermo-Scanner Unit keeps busy, even while waiting for another train to inspect.

Whenever the Wheel Thermo-Scanner Unit is not checking a train, it's checking itself — looking at its own internal reference target once every minute. If it doesn't respond properly, it adjusts itself.

Result — whenever a train arrives, the GRS WTSU is precisely adjusted to do the best possible job of inspecting each wheel for a potential hot journal . . . one of several WTSU low maintenance features.



CALIBRATION LOOP



For more information, ask for GRS Catalog 92-4.

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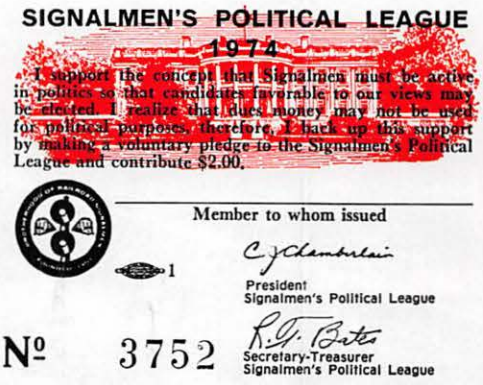
Make a $2 investment in good government

Support the Signalmen's Political League

Make an investment in the future, not just your own future, but the future of the country. Your best buy in legislative action is the $2 contribution BofRS active and retired members are making in joining the Signalmen's Political League. Your 1974 SPL membership supports vital year-round activity on the local, state and national legislative fronts to help enact measures to deal with the country's pressing problems, to elect labor's friends, and to pass laws to help working men and women.

This year, 1974, every active and retired member of our organization should join the Signalmen's Political League and help support railroad retirement and other railroad legislation.

Send your $2 contribution to R. T. Bates as your investment in the future.


SIGNALMEN'S POLITICAL LEAGUE
1974
I support the concept that Signalmen must be active in politics so that candidates favorable to our views may be elected. I realize that dues money may not be used for political purposes, therefore, I back up this support by making a voluntary pledge to the Signalmen's Political League and contribute $2.00.
Member to whom issued
President
Signalmen's Political League
№ 3752
Secretary-Treasurer
Signalmen's Political League

To: R. T. Bates, Secretary-Treasurer, Signalmen's Political League, 601 West Golf Road, Mt. Prospect, IL 60056

I am enclosing $2.00 to help the Signalmen's Political League carry out its campaign for good government. It is understood that my request for membership in the Signalmen's Political League is voluntary.

Name _____

Address _____

City _____ **State** _____ **Zip Code** _____

A copy of our report filed with the appropriate supervisory officer is available for purchase from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.